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KOWLOON-CANTON RAILWAY.

TIME-TABLE.

On and after APRIL 8th, 1929, until further Notice (all previous Time Tables cancelled.)

UP TRAINS

STATIONS	No. 1 A.M.	No. 3 A.M.	No. 10 A.M.	No. 9 A.M.	No. 13 A.M.	No. 14 P.M.	No. 16 P.M.	No. 22 P.M.	No. 18 P.M.	No. 24 P.M.	No. 26 P.M.	No. 28 P.M.
			*					*				
Kowloon..Dep.	6.40	8.05	8.30	9.15	10.00	12.10	1.15	2.31	3.20	4.30	5.40	7.35
Yaumati..Dep.	6.49	—	Suns. & Hols. only	9.25	10.06	12.19	1.23	—	—	4.38	5.48	7.43
Shatin ...Dep.	7.01	—	—	9.33	10.20	12.30	1.33	—	—	4.50	6.00	7.55
Taipo ...Dep.	7.15	—	—	9.53	10.36	12.43	1.48	—	—	5.04	6.13	8.08
Taipo Market..Dep.	7.20	—	—	9.58	10.37	12.47	1.52	—	—	5.08	6.17	8.12
Fanling ..Dep.	7.30	—	—	10.10	10.47	12.57	2.02	—	—	5.18	6.27	8.22
Sheung-shui ...Dep.	7.35	—	9.07	10.15	10.53	1.02	2.07	3.09	—	5.23	6.32	8.26
Shum-chun ...Arr.	7.41	8.45	9.13	10.21	10.58	1.08	2.13	3.15	4.00	5.29	6.38	8.32
Canton ...Arr.	—	12.05	—	5.48	—	—	—	—	7.18	—	—	—

DOWN TRAINS

STATIONS	No. 1 A.M.	No. 3 A.M.	No. 7 A.M.	No. 5 A.M.	No. 15 A.M.	No. 17 P.M.	No. 19 P.M.	No. 21 P.M.	No. 11 P.M.	No. 23 P.M.
										*
Canton ...Dep.	—	—	—	8.10	—	[illegible]	—	—	3.25	—
Shumchun ...Dep.	7.17	8.03	10.34	11.27	11.47	2.53	4.39	5.47	6.43	7.07
Sheungshui ..Dep.	7.25	8.11	10.43	—	11.55	3.01	4.48	5.54	—	7.14
Fanling ...Dep.	7.30	8.15	10.47	—	12.00	3.06	4.50	5.58	—	—
TaipoMarket..Dep.	7.40	8.26	10.57	—	12.11	3.17	5.00	6.08	—	—
Taipo ...Dep.	7.44	8.31	11.01	—	12.16	3.22	5.04	6.13	—	—
Shatin ...Dep.	7.57	8.44	11.14	—	12.30	3.36	5.17	6.26	—	—
Yaumati ...Dep.	8.11	8.56	11.28	—	12.42	3.48	5.29	6.38	—	—
Kowloon ...Arr.	8.17	9.02	11.32	12.07	12.48	3 54	5.35	6.44	7.22	7.49

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HIGH LIFE IN HONG KONG.

CELEBRATING THE LANTERN FESTIVAL.

RICE CAKES, SAM SHUI, AND A BURST PIPE.

THE PLUMBER WHO FORGOT HIS MATE.

[By HERBERT FIELD.]

Yesterday was a Chinese Festival Day. There are many such in the course of the year, but the Lantern Festival is a "front-ranker." The first intimation I had that anything untoward was on the daily routine bill occurred when Ah Yat brought me my morning coffee and toast. He was smiling more broadly than usual, and something dangling from his neck caused me to sit up in bed with a jerk.

Ah Yat proudly displayed a gigantic paper fish on the end of a piece of string. He merely continued to grin when I asked him if he had caught it in the coffee-pot but, when he had dumped the tray on a chair by the side of the bed, he hung the contraption, together with a bunch of crackers, from the electric-light shade. The next two seconds saw me out of bed in a flash and seeking refuge in the bathroom. He set fire to the crackers!

Some Carp!

When the din had subsided somewhat, I poked my head around the bathroom door and peered at Ah Yat through swirling clouds of gunpowder smoke.

"Allee same velly good joss," he explained proudly. "Master velly good. Belong Chinese holiday and fish he make devils no come."

All of which may have been very well, but early morning shocks like that are apt to be more than usually disconcerting. However, getting some hang of the idea behind the proceedings, I took steps to rid the room of the smoke and thanked Ah Yat very gravely for his gift. I went further. I attempted to appear justly and duly impressed when, a small oil reservoir being lit inside it, the paper carp commenced to move its fins and slowly rotate, the while Ah Yat chattered incessantly anent the wonderful virtues possessed by the lantern.

Then came another shock. In place of my usual early morning toast, crisp, browned and saturated with butter, there was a small box with a glass lid which revealed a wonderful creation of pink, white and gold to my wondering eyes. I was informed that this dazzling example of the art of the Chinese confectioner was a sugared rice-cake, a gift of great virtue and significance. Every Chinese presented one to his best friends, and he who ate the cake would be for ever blessed; he would have a good wife, plenty of children, good health and prosperity. Of course, the proverbial fly in the sugar was contained in the proviso, "he who ate the cake." I am afraid those blessings will pass me by.

And Amah, Too.

Later, while I was in the middle of shaving, amah entered the ring, armed with a box like unto that presented by Ah Yat, and carrying a huge pumelo on the end of the inevitable string. These gifts were further manifestations of the esteem of Mr. and Mrs. Ah Yat. "Cherchez la femme," I said, gaily, and pleased amah for the rest of her life, probably, by tackling a section of pumelo. But the rice-cake —. If any reader would care for two vermilion, pink, white and gold sugar-encrusted rice cakes in wonderful glass-lidded boxes, I should be pleased to hear from them.

As the day wore on, Ah Yat's face took on a suspiciously ruddy hue and, if my nose did not deceive me, I caught more than a suspicion of the smell of sam shui when he entered the room. At tiffin time, when he fell over the rug with a plate of soup in his hand, I knew for a certainty that he had been having a quiet spree. And, sad to relate, so had amah, his wife.

Apparently no Chinese festival can be celebrated successfully unless the devotees are in a fit and proper mood which, in the case of Mr. and Mrs. Ah Yat, is always attained by paying frequent attentions to the sam shui bottle. It also seems that many of their compatriots adopt the same measures to obtain that Kreuschen feeling which is so helpful on such occasions.

Enter the Plumber.

Sol Der, the plumber, arrived just before tea to repair a leaking water-pipe in the kitchen. Just before dinner he left in a decidedly happy mood, after intimating that "pipee no can do. Have no catchee coolie. Alle same tomollow can do." And the pipe continued to leak.

The joke about the British plumber who turns up to do a job, surveys it stolidly for an hour or two, and then departs to fetch his tools is traditional. But a plumber who says he can do nothing because he has forgotten his mate —!

Still, on occasions like this, one has to remember that the Festival of Lanterns comes only once a year. Next week there will be another festival perhaps, but certainly not a Festival of Lanterns. Therefore one has to smile to preserve one's face-pidgin and find solace in the revolving lanterns and brilliantly-hued rice-cakes.

In the Chinese Quarter.

As darkness came on, a wonderful dragon agleam with many lights wound slowly in and out of the narrow streets of the Chinese quarter. Cymbals clashed and weird pipes wailed, while occasional bursts from exploding crackers caused many a knob-tailed Chinese cat to scurry squawking into dark corners for safety. And, as the Procession of the Dragon passed from street to street, it was joined by hundreds of youths and maidens bearing lighted paper lanterns.

Tragedy almost occurred when a difference of opinion occurred somewhere within the "innards" of the dragon. Apparently the hind portion wanted to turn to the right, while the front part desired to go left. For a brief moment, the dragon wobbled uncertainly and one of its many pairs of legs became disintegrated from the main body and was revealed in the person of a very small perspiring boy who, when he found that he was adrift, gave a howl of surprise and immediately darted beneath the dragon's skin again, much to the amusement of the crowd.

As the night wore on, the firing of crackers became incessant, feasting and making merry was general and, no doubt, the number of rice-cakes consumed in this Colony alone would reach from Hong Kong to Tooting Bec placed end to end. No doubt, also, enough sam shui was consumed to float a battleship but, as is ever the case, nobody appeared to get intoxicated.

Also, after nine o'clock, many *mui yana* rang in vain for their servants.

Diary of Coming Events,

To-day.
(September 18.)

Water Polo: V.R.C. "A" *v.* Kowloon "B," V.R.C., 5.30 p.m.

Dinner Dances: H.K. Hotel and Peninsula Hotel, 8.30 p.m.

Queen's Theatre: "Heart of a Nation."

World Theatre: "Emden."

Star Theatre: "Man, Woman and Sin."

Forbes Russell Company: "The Patsy," Theatre Royal, 9.15 p.m.

Tides:—High: 8.41 a.m. and 9.40 p.m.; Low: 2.29 a.m. and 3.34 p.m.

European Mails: — Outward: Europe *vid* San Francisco (Shinyo Maru), 8.30 a.m.

Thursday.
(September 19.)

Legislative Council Meeting, 2.30 p.m.

The Forbes Russell Company: "The Second Mrs. Tanqueray," Theatre Royal, 9.15 p.m.

Queen's Theatre: "Mother Knows Best."

World Theatre: "The Mysterious Lady."

Star Theatre: "Price of Honour."

Dinner Dances: H.K. Hotel, Peninsula, and Repulse Bay Hotels, 8.30 p.m.

Tides:—High: 9.19 a.m. and 9.59 p.m.; Low: 3.08 a.m. and 4.02 p.m.

Friday.
(September 20.)

Christian Fellowship Meeting, Helena May Institute, 10.30 a.m.

Polo: Stubbs' Cup Matches.

Forbes Russell Company: "The March Hares," Theatre Royal, 9.15 p.m.

Queen's Theatre: "Mother Knows Best."

World Theatre: "The Mysterious Lady."

Star Theatre: "Price of Honour."

Dinner Dances: H.K. Hotel, and Repulse Bay Hotel, 8.30 p.m.

European Mails:—Inward: Europe *vid* Negapatam (Namsang).

Tides:—High: 9.58 a.m. and 10.22 p.m.; Low: 3.47 a.m. and 4.30 p.m.

Saturday.
(September 21.)

Ember Day.

St. Matthew.

Queen's Theatre: "Mother Knows Best."

World Theatre: "The Mysterious Lady."

Star Theatre: "Price of Honour."

Kowloon Football Club Concert, 9.15 p.m.

Forbes Russell Comedy Company, Theatre Royal, "Good Morning Bill," 9.30 p.m.

Tea Dances: Hong Kong Hotel, and Peninsula Hotel, 4.30 p.m.

Dinner Dance: Repulse Bay Hotel, 8.30 p.m.

Golf: Bogey Pool.

Baseball: Filipinos *v.* Kinoras.

V.R.C. Night Fete, 9.15 p.m.

Lawn Bowls:—Division I.: Kowloon C.C. *v.* Taikoo. Division II.: Taikoo *v.* Yacht Club.

Tennis: H.K.C.C. Winners of A.

Tides:—High: 10.39 a.m. and 10.49 p.m.; Low: 4.27 a.m. and 4.57 p.m.

Sunday.
(September 22.)

17th Sunday After Trinity.

Queen's Theatre: "No Control."

World Theatre: "The Flute of Tears," (Chinese picture).

Star Theatre: "Brotherly Love."

Tea Dance: Repulse Bay Hotel, 4.30 p.m.

Golf: Bogey Pool.

Baseball: H.K.B.C. *v.* South China.

Tides:—High: 11.36 a.m. and 11.19 p.m.; Low: 5.09 and 5.23 p.m.

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"DON'TS" FOR THE MOTORIST.

DANGEROUS HILLS.

Don't follow too closely behind preceding traffic. Never mind if the fool behind does "cut in" and takes your place. The road will clear presently.

Don't cut the corner at a right-hand bend. True, this rule is often safely ignored when the way is seen to be clear right ahead, but the practice of always rounding on your left becomes automatic, and is worth cultivating.

Always sound your horn at corners if they are in the least obscure, even if you are cornering by the left.

There is no need to remind motorists to observe the white line—that is the best observed thing on the roads. Whoever suggested it has prevented hundreds of smashes. Don't be tempted to neglect it in any circumstance.

Keep all the signals religiously, and signal in good time. Drivers who, meaning to turn right, pull out, and then, as an afterthought, push forth the right hand, have caused a large percentage of road troubles.

The man overtaking has gained the impression, no signal having been given, that the fellow ahead is a novice, and probably accelerates, bearing well over to his right to pass as soon as possible. Then out goes the hand—too late. No. 1 is for it; No. 2 is for it; and any driver emerging from the right-hand road, although on his proper side, is for it, too.

Tourists who are going to hilly districts need special caution. Change down before starting the descent of any doubtful hill. You will need to be a trick performer to do it afterwards, when your car is running away with you. Warnings to change down are often exhibited at the top of dangerous hills. Obey them at once.

Don't, in any case, shut off your engine for a descent. The engine is the best of brakes in itself. Even in top gear, with the brakes on, and the throttle closed right down, your engine is a great accessory to safety. In second or low gear any hill in the country can be tackled.

MOTOR NOTES

NO SPEED LIMIT FOR CARS.

ROYAL COMMISSION'S REPORT.

Important recommendations will be put forward in an interim report of the Royal Commission on Transport which will be presented to the Government shortly. The chairman is Sir Arthur Griffith Boscawen.

The commission will, it is understood, recommend the abolition of the speed limit for private motor-cars, and that it should be modified in respect of public vehicles such as coaches and charabancs.

As a substitute for the speed limit the commission will urge that it should be competent for the police to proceed on a charge of driving to the public danger, the commission recognising that comparatively slow speeds are in certain circumstances dangerous to the public. They will also suggest that penalties for dangerous driving should be heavily increased.

Their main report, which will deal with wider aspects of transport, including canals, coastwise traffic, docks, and railways, will, it is expected, be available early in the New Year.

If the Government adopt the recommendations they will embody them later in a Road Transport Bill.

FIVE TONS ON 1 IN 2 GRADIENT.

In order to demonstrate the value of the Guy six-wheeled vehicle in countries where roads are of a primitive nature or are actually non-existent, a 5-ton vehicle with a full load was recently driven up one of the most severe hills in Shropshire, where in places the gradient was as much as 1 in 2.

The Guy vehicle was the first to accomplish such a strenuous feat.

LARGEST MOTORISTS' ORGANISATION.

The membership of the British Automobile Association has passed the 400,000 mark. New members are joining at the rate of over 2,000 per week, and the present season will undoubtedly be marked by a considerable expansion of British motoring.

Every A.A. member is a direct subscriber, the Association having no affiliation arrangements with any other bodies. It is the largest organisation of motorists in the world.

SMALL CARS POPULAR.

The increasing popularity of the British small car is proved by figures announced by the Singer Company recently. These show that in the first nine months of the present financial year the output of Singer Juniors was just 60 per cent. greater than that during the corresponding period a year ago.

SYSTEM THAT LIGHTS LONDON'S 'BUSES

MODERN ELECTRICAL EQUIPMENT.

DEVELOPMENT OF ROAD TRANSPORT.

The immense strides made in the last few years in road transport both for passengers and goods has revolutionised the commercial vehicle world. Particularly in the conveyance of passengers is the difference most marked, for where a hundred were carried a few years ago thousands now use this form of travel, and whilst distances were then very limited, it is now possible to traverse the country in any direction by luxurious motor 'bus or coach.

With the growth of the industry and the increase in size of vehicles, has come a marked change in electric lighting equipment. Whereas the three brush or constant current system was found to give fair satisfaction it became more and more apparent that its success largely depended on the human element.

It was so fatally easy to overcharge the battery or conversely to discharge it to such an extent that it was impossible to maintain the lights at constant brilliancy. Happily, these troubles are now a thing of the past, for the C.A.V. compensated voltage control lighting system, introduced by Messrs. C. A. Vandervell & Co., Ltd., works on an entirely different principle, gives constant and ample illumination for buses and coaches of all sizes without the need of knowledge or supervision on the part of the driver.

The Dynamo.

The dynamo used is a simple straight forward shunt wound machine without the complication of third brush or any other form of internal voltage or output control. Nevertheless, the voltage is controlled so precisely by automatic and infinite variation of the field coil resistance that the dynamo generates the exact amount of current required to feed any lamps that are switched on and to provide just sufficient current to charge the battery.

This means that the output of the dynamo is constantly varying, for, as the battery voltage gradually rises so does the output of the dynamo just as gradually decrease. Making a comparison at this point it will be seen that on one occasion when a constant current dynamo would be pouring its full output into a fully charged battery, creating excessive gassing, overcharging and rapid evaporation of the electrolyte, the C.A.V. compensated voltage dynamo would merely be giving a matter of two or three amperes.

That this system is efficient and economical is proved by the fact that it has been adopted by the majority of the leading British commercial vehicle chassis manufacturers, and in addition is the standard equipment used by all the large business undertakings throughout Great Britain.

Owing to the widely differing characteristics of the lead acid battery as compared with the alkaline battery, we may mention here that the C.A.V. compensated voltage contact system is applicable to both, the only difference being in the voltage regular which is fitted with a compensating winding to suit the class of battery being used.

The Alkaline Battery.

Realising the tendency in the motor 'bus industry to favour the alkaline battery, Messrs. C. A. Vandervell & Co., Ltd., carried out extensive experiments in their laboratories with alkaline cells, and in view of the results obtained, produced in conjunction with the manufacturers of the well-known N.I.F.E. battery, one which they claim to have higher all-round efficiency both on charge and discharge than any other make of alkaline battery on the market.

Rapid developments have recently been made with the C.A.V. Ni-Fe battery, which is capable of giving a higher rate of discharge than that of any other alkaline battery of well-known make, taking into account weight, bulk and maintained voltage. This result is due to the composition and construction of the plates, which have been subjected to consistent experimenting for some considerable time. The reduction of weight and bulk for a given capacity has not been made at the expense of durability.

In view of the present tendency to use self starters on 'bus chassis it is interesting to note that the development of the C.A.V. self-starter and the C.A.V.-Ni-Fe battery has been handled as a single problem, so that the utmost advantage be taken of the characteristics of this battery. It is found that the characteristics of the starter are well adapted to commercial vehicle requirements, and the machines are durable and in every way satisfactory.

Apart from the possibilities on rapid discharges the C.A.V. Ni-Fe battery can, on the other hand, be charged effectively at a lower rate than any other we know of. There are many alkaline batteries on the market which are unaffected by charging rates under about seven or eight amps., so that quite an appreciable part of the dynamo energy is wasted.

Extremely Robust.

One of the strongest recommendations of this class of battery lies in the fact that it is extremely robust—the cell cases and the plates are of steel.

Vibration and hard usage have no detrimental effect, and depreciation of the plate elements is so slow that a very long life is assured. We believe that it is nothing unusual to find these still in use after ten years constant service.

This is a very important factor to commercial vehicle users, for hitherto the repair or replacement of batteries has been a considerable item in maintenance costs.

The C.A.V. Ni-Fe battery has practically no self-discharge and will stand for long periods without loss of capacity. It is not injured by either under or over-charging and produces no corrosive gases. It is claimed for this battery that, with its exceptionally long life and low depreciation, it possesses higher efficiency than any other make of alkaline cell.

Another point in favour of the C.A.V. Ni-Fe battery is that no technical knowledge is essential, and in use it is practically fool-proof. The makers issue very comprehensive instructions on the maintenance of the battery and the preparation of the electrolyte, which can be followed by anyone utterly unversed in such matters.

In use no attention is required beyond occasional cleaning and replenishment of the small amount of electrolyte lost by evaporation.

IMPROVED WHIPPET ENGINES.

REDUCE GASOLINE COSTS.

More scientific engineering of motor and carburetor has made possible for thousands of owners sensational saving of gasoline and other economies in the operation of the Superior Whippet fours and sixes, according to reports received by Willys-Overland dealers.

It has been found, for example, that the increase of the compression ratio in the motor has succeeded not only in neutralizing the added weight of the car and the increased tire dimensions, but has a marked effect on gasoline economy. Owners who actually have attempted to accurately check their gasoline consumption with the six cylinder models found that they were able to obtain economies in excess of 20 miles to the gallon of gasoline. In fact, the average economy of a 4,000-mile trip, mountains, detours and rough roads, was in excess of 18 miles to the gallon, carrying in this case a full five-passenger load. Gasoline mileage obtained with the four cylindered models was, of course, even more phenomenal.

The carburetor in both the fours and sixes also has been completely re-designed to suit the higher compression of the motor. The economy results shown by the Whippets are all the more significant when coupled with a higher top speed and greater pick-up and other activity in traffic. In tests conducted by company engineers with a standard four sedan carrying five passengers up Cove Mountain, the speed of the car was reduced to between 10 and 11 miles an hour at the steepest point of the grade and yet under these circumstances the engine fired as evenly as it would at 20 miles per hour and there was no evidence of loading or flatness as the engine speed increased due to the reduction in the grade.

"THIS HILL IS DANGEROUS."

Porlock Hill, in Somerset, has long been notorious in motoring circles as having one of the steepest gradients in the West of England. The average is 1 in 4.

Not long ago Messrs. Benn & Sons, of Bristol, arranged for a demonstration with a Star Flyer, and selected the redoubtable Porlock Hill to prove to twenty-six well-known local coach and omnibus proprietors the ability of this model to make light of severe gradients of this nature with a full load of passengers on board.

WILLYS KNIGHT
CARS & TRUCKS.

SHOWROOM / SERVICE STATION } "DURO" MOTOR CO., LTD. NATHAN ROAD, KOWLOON.

DISTRIBUTORS:—GILMAN & CO., LTD.

MODERN TYRE EXPERIENCE.

NEW GOODYEAR METHODS.

Much of the experience that has gone into the modern automobile tyre is being used to advantage in the manufacture of airplane tyres, the demand for which is rapidly increasing as governments in many countries subsidize commercial air transportation.

The method of production is the same for both types of tyres, however, the airplane tyres must be manufactured strictly in accordance with government regulations. All airplane tyres are yet being core-built but as soon as production warrants will be changed to the flat built process.

In an airplane weight is a serious item. Considering this fact, the weight of the tread stock used for airplane tyres is not nearly so heavy as in automobile tyres, nor is it necessary for ground contact. Nevertheless, for a safe take-off and landing the airplane tyre must be built exceptionally strong to carry the load of the plane and withstand its speed.

It is generally held to be no exaggeration that in an airplane the tyres are second in importance to the motor.

Puncture proof tubes will shortly be included in the airplane line-up and thereby the grave danger connected with the failure of the airplane tyre equipment will be minimized to a still greater extent.

Similar to automobile tyre, blow-outs in airplane tyres can be caused by overload, improper inflation or landing conditions.

The Goodyear Tire and Rubber Company of Akron, Ohio, U.S.A., started making airplane tyres in 1910. At present two principal types, the Beaded Edge and the Straight Side airplane tyre are manufactured in 16 sizes. The latter is made in either smooth or in All-Weather Tread.

This array includes the sizes for airplane tail wheels of swivel action for use in place of the tail-skid and where front wheels are equipped with brades. The tail wheel tends to increase the ease of handling the 'plane and reduces the cost for the maintenance of the landing field.

THE IDEAL SPARES LIST.

One of the most exasperating experience for a motor vehicle operator is to have delivered to him incorrect spare parts for a vehicle which he is urgently requiring on the road. The usual result of such an occurrence is a somewhat heated letter to the manufactures of the vehicle, and while in some cases a mistake may have been made, in the spare parts department of the manufacturer, it is often found that in the original order the part required was wrongly described, or some essential detail which would enable the correct part to be supplied was omitted.

It is, of course, up to the manufacturer to issue a spare parts list which will enable inaccuracies in ordering to be avoided, and a spares list should embody sufficient information to enable any part required to be accurately described, and if possible referred to by a number.

Few spare parts lists can be compared with those issued by the Albion Motor Car Co., Ltd., the well-known Scottish commercial vehicle manufacturers. They are outstanding both, for their completeness and for the ease with which components can be identified. This is largely due to the fact that in addition to clear and concise description of all parts, the lists include photographs of most of the components for which replacements are likely to be required. The system of repair standards has been very thoroughly developed in respect of all Albion models, and reference to the spare parts lists shows that replacements are available with special dimensions to take up various classes of wear. In addition, where some part of a chassis has been modified and the new part is not interchangeable with the old part, both the old and new parts are included in the spares list, and the series number of the chassis at which the alteration took place is indicated. All this makes for the very easy and accurate ordering of spares, and the greater satisfaction of Albion users.

AFTER A LITTLE.

The Land of "After a Little"—a fitting appellation for Kenya, where humanity suffers from a universal epidemic of doing things on the morrow. Where the white man prefaces most undertakings in the daily round by a considerable number of resolutions to make a start "Baada Kidogo." Where the Indian will perform necessary ablutions on his person "Baada Kidogo." Where the native will do a little work "Baada Kidogo," and so on *ad infinitum*. It is contagious too. The newcomer passes the first few months in a delirium of activity, but it is interesting to observe the "Baada Kidogo" organism make its influence felt in the victim's system after a bit.

A number of events of note have recently taken place in Kenya. Not the least among which has been the arrival of several Albion products. The first Albion six-wheeler in the Colony arrived last September, and at the time various representatives of Government Departments and the public were given a spectacular demonstration of the capabilities of the vehicle on cross country work. The performance of the vehicle created a profound impression. Some interest may be attached to the fact that at the request of Government House the personal luggage of His Royal Highness, the Prince of Wales, was removed from the Station to the House on this vehicle, a most auspicious maiden trip for the lorry. While dealing with the Prince's visit in Kenya, it is interesting to note that all the transport work on the hunting trip of His Royal Highness was carried out by Albion lorries only. For that arduous business three 24-h.p. Albions were chosen from the Transport Column of the King's African Rifles, which is composed of a number of various makes of vehicle. The variation of running conditions in Kenya is enormous. Situated right on the Equator it is, of course, subject to intense heat, but there are places only two miles north of the Equator where people are glad of top-coats to wear at 11 o'clock in the morning. This is, of course, owing to the altitude of over ten thousand feet.

These notes are from a letter recently received by the Albion Motor Car Co., Ltd., of Glasgow, from a resident in Kenya.

Albion vehicles are very popular in Kenya, where their reliability makes their distance from the works a matter of small importance, while local users are well looked after by Messrs. Gailey & Roberts of Nairobi.

A UNIVERSAL APPEAL.

EXPORTS OF PIERCE-ARROW CARS.

Automobiles in the fine car field have reached the stage where they are practically universal in appeal, in the opinion of Mr. H. S. Welch, President of the Studebaker Pierce-Arrow Export Corporation. His opinion is based on an extensive survey recently conducted of cars in the higher priced group in world markets, which revealed that Pierce-Arrow is enjoying an era of popularity overseas similar to that existing in the United States.

"Exports of Pierce-Arrow motor cars for the first six months of 1929 were more than double overseas shipments made during the same period of 1928," Mr. Welch stated. "The fact that preference for the new Pierce-Arrow models in world markets has kept pace with the growing demand in the United States indicates that motor car design to-day is practically universal. Since Pierce-Arrow, a pioneer in the fine car field, has retained distinguishing characteristics of design for more than a quarter of a century, it is quite evident that education is also playing an important part in automobile preference.

"The pronounced popularity of Pierce-Arrow overseas has been paralleled by a still greater demand in America," Mr. Welch continued. "During the first six months of 1929 more cars were shipped from the factory than during the entire twelve months of 1928. A similarly healthy condition exists in unfilled orders. On July 1 this year 1,329 unfilled orders were on hand, while on the same date in 1928 the factory had total of 139 unfilled orders."

It goes on and on . . . and on

These models of the Austin 7 are ready for immediate delivery

Tourer ...	... *$1,425*
Coupe ...	... *$1,690*
Saloon ...	... *$1,690*

Have you ever watched water gliding smoothly and effortlessly beneath a bridge, never checking, never stopping but going on and on? That is how an Austin travels.

There is no hesitation, no faltering, as it eats up mile after mile of the road. You can find no better companion for long, strenuous journeys. For its reliability and lasting qualities have helped to make the reputation of British motor engineering throughout the world.

The Austin is built to give satisfaction not for a year, or two years, but for as long as you demand its services. For the man of moderate means the Austin 7 models are an investment which cannot be beaten. It will be worth your while to see one before deciding on your next car.

The Austin Seven

ALEX. ROSS & CO. (CHINA), LTD.
Prince's Building.

Service Stations & Showrooms:

Hong Kong — **1a, Chater Road.**
Kowloon — **Salisbury Road.**

MOTOR NOTES.

£2,000,000 PLAN TO GROUP SEVEN FIRMS.

STRONG BACKING IN LONDON.

10 AND 20 H.P. CARS: GREAT MASS PRODUCTION PROPOSAL.

I am able to reveal that the next few weeks will decide the fate of a project to form a £2,000,000 group of British motor-car companies embracing firms in London, Coventry and Scotland, writes "Chiltern" in the *Daily News*.

The selected plan has not yet been finally approved, but those still taking part in the discussions are:

Rover Company, Coventry.	Lanchester, Birmingham.
Standard, Coventry.	A.C., London; and
Swift, Coventry.	Bean Cars, Dudley
Arrol Johnston, Dumfries.	

The Crossley firm, of Manchester, were deeply concerned with the early talk, but dropped out. Steps to form such a group were taken in January, as reported in *Daily News*, but fell through.

Recently a City of London financier interested approached all the companies again, suggesting that he would back nine firms, if formed into a single group, and pooling their machinery and resources for producing two types of cars, one a 10 h.p. small machine for the British market, and the other a 20 h.p. suitable for both British and Empire buyers.

The firms originally invited to come into the group were the Rover, Standard, Swift, Arrol Johnston, A.C., Crossley, Lanchester and Bean, and one other, a Coventry firm, making nine in all.

Only the one firm unnamed rejected the invitation: the rest were satisfied with the financial security of the City offer, and the backer in London was satisfied after examination with the status of the eight companies left in.

There remained the delicate question of group control to be settled.

Recently the plan of control was placed before the firms. Crossleys could not see their way to agree, and withdrew from the scheme.

Further discussions with the other companies, which also raised objection on the control plan, will be held.

The Standard Co. through special financial arrangements, have negotiated separately all through, though they are part of the big single proposed group.

MOTORISTS' ENTERPRISE.

TO BUILD FERRY OVER THE GREAT BELT.

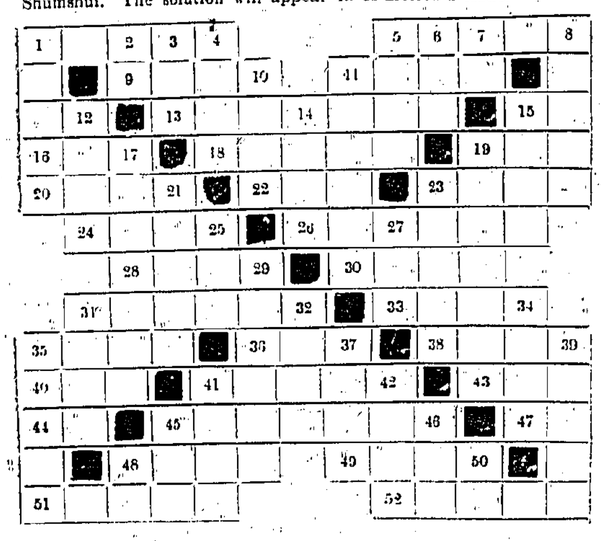
The Association of Danish Motor Owners is a resolute body. Having complained repeatedly and without result to the Danish State Railways regarding the accommodation and rates for automobiles transported by the State Railways' ferry over the Great Belt, they have now resolved to build a ferry of their own expressly for the transportation of automobiles.

It has hitherto been taken for granted that the State Railways held a monopoly for such traffic, but when the Ministry of Public Works was approached in the matter they had to admit that this was not the case.

The State Railways have now adopted a conciliatory tone and are willing to promise a reduction in their rates and an improvement in the service, but the motor-owners remain firm and refuse to abandon their project. They state that the necessary capital of 800,000 crowns has already been subscribed, that the plans have been drawn up, and that they intend to commence construction as soon as possible.

CROSSWORD PUZZLE.

The cross-word puzzle appearing below has been devised by Private R. Brehault, of the Somerset Light Infantry, stationed at Shumshui. The solution will appear in to-morrow's issue.



CLUES.

Across.

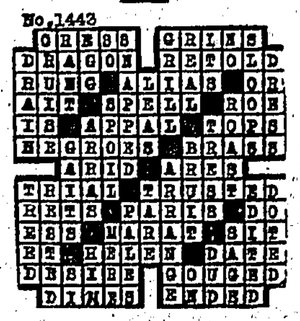
1.—Banish.
5.—Lately.
9.—Above.
11.—Watering implement.
13.—Forward (French).
15.—University degree.
16.—Finish.
18.—Ornamental head-dress.
19.—Possesses.
20.—Ruffian.
22.—Nothing.
23.—Outlet.
24.—Midday.
26.—Girl's name.
28.—Rural deity.
30.—Taxed (abbr.).
31.—Modern warship.
33.—Handy.
35.—Depend.
36.—Sturdy pony.
38.—For two performers.
40.—Aged.
41.—Book of maps.
43.—Boy's name (abbr.).
44.—Yes.
45.—Green vegetable.
47.—Member of Parliament.
48.—A surname.
49.—Unaccompanied.
51.—Complete (abbr.).
52.—A gem.

Down.

1.—Surpass.
2.—Post Office (abbr.).
3.—Evening.
4.—Season given to fasting.
5.—12 down inverted.
6.—Established (abbr.).
7.—Pronoun.
8.—Used in making bread.
10.—Drops of moisture.
11.—Vagabond (old English).
12.—Presently.
14.—Conceited.
15.—Proclamation of marriage.
17.—Twofold.
19.—Cautious.
21.—Hanger-on.
23.—Annoyed.
25.—Sister of the Church.
27.—Radius (halved).
29.—Wine of the Gods.
31.—See 35 across.
32.—The Centre of an egg.
34.—Abound.
35.—To heat to excess.
37.—The cries of sheep.
39.—See 52 across.
41.—Related to flying.
42.—Groove.
45.—Add k for one of the Channel Islands.
46.—Part of elope.
48.—Commanding Officer (abbr.).
50.—2 down (inverted).

YESTERDAY'S SOLUTION.

No. 1443



DIFFICULT DECISIONS — By GLUYAS WILLIAMS

THE ISIS SIX.

NEW MORRIS PRODUCTION.

DESIGNED FOR WORLD-WIDE USE.

There is always a glamour about any new model produced by the great Cowley firm of Morris Motors (1928), Ltd., and its wide ramifications in the way of subsidiary companies. How great are these outlying forts of the main Morris citadel is a point sometimes lost sight of.

In Coventry there are large bodyworks and the immense Morris engine plant, probably the greatest in the Old World solely devoted to the manufacture of engines; at the other end of Oxford lies the radiator plant, and there is in close proximity to the Cowley erecting factory the huge pressed steel works wherein the new Isis model has the majority of its chassis and body parts stamped out.

Everyone who takes an intelligent interest in British motoring and in the welfare of the trade and commerce of this country is aware of the vast markets awaiting our motor cars in the far-flung outposts of the Empire, always provided that the right car at the right price is available. Plenty of power, simplicity, rigidity, ample ground clearance—above all, a car easy to "service"—are, perhaps, the main requirements, but it is also necessary to success for the manufacturer to know intimately the mentality of overseas buyers.

About a year ago Sir William Morris made a world tour in order to familiarise himself at first hand with what exactly buyers required and expected. The result of this tour is the Isis Six, and it is difficult to see any valid reason why this car should not achieve, the world over, fame equal to that enjoyed in Great Britain by the other Morris models.

Full-Sized Car.

The Isis is, in fact, a full-sized car built to carry five adults and large quantities of luggage in perfect comfort and safety, and, if required, at high speeds. It is designed specifically to operate over the roughest country. Beautifully finished inside and out, it has an appearance with which the most captious critic would find it hard to quarrel. Indeed, it is no exaggeration to say that here is a car which causes one instantly to exclaim at first sight, "What a fine-looking job that is!"

The frame itself is built up of a number of steel pressings, the dash is another pressing, the cross members are all pressings, the luggage carrier is a pressing, so are the wings and lamp supports, and so is the body throughout, with the exception, of course, of the upholstery and a portion of the roof. The salient feature of the whole construction is that the complete body drops down over the chassis and is rigidly secured to the latter by means of twenty-five bolts, all easily get-at-able.

In effect, the complete vehicle is a box of rectangular shape, and so rigid is the final construction that if one corner of the frame be jacked up there is, to the eye, no distortion whatever. This means not only a very strong saloon car in relation to its weight, which does not exceed 26 cwt. ready for the road, but a permanently silent car, for the very good reason that there is no possibility of doors warping or pillars distorting, so rigid, compact, and homogeneous is the complete structure.

Now it is permissible to pass to a detailed description of the car. It is usual to commence with a description of the engine, but in this case it is proposed to follow Sir William Morris's example, to deviate from standard practice, and to describe first of all the frame of the chassis.

Broadly speaking, this consists of two side members, the chief features of which are the inordinate depth of the side channels, the thin gauge of the sheet steel and the small inward flares of the top and bottom of the turned-in portions. The frame, from a point just aft the rear engine mountings to immediately in front of the back seats, is no less than 8in. in depth.

At the latter point the frame sweeps abruptly upwards to a point immediately under the rear seats, and thence is carried down in a gradual taper to the rear. Front and back extremities are finished off with integral abutments for the buffers. The frame is 27in. wide at the front and does not commence to flare out till a point behind the back mountings for the engine, thus providing for a very wide steering lock. There the frame sweeps out till it is finally 48in. wide under the main portion of the body floor, and it maintains this width right to the back. Thus, there is no overhang whatever of the body at the sides, the back wings are attached direct to the frame, and the springs are close to the ends of the back axle.

A Really Good Car.

In addition to a strong tubular cross member between the front dumb irons there are four massive pressed steel cross members, while the four-point attachment of the engine tends to provide extra stiffening to the front, and the mounting of the 15-gallon pressed steel petrol tank at the rear makes, in effect, another extremely strong cross member.

All round the inner edges of the side member flares and the outer edges of the cross members are small additional pressings riveted and welded to the main frame and the cross pieces. These minor pressings are used to carry the floorboards, which are screwed down into threaded eyelets provided in these smaller pressings, so that any possibility of distortion or rattle from the floorboards themselves is eliminated. Screwed-down floorboards are anathema to some critics, and admittedly they take more time to remove than those merely kept in position by a swivelling piece of metal or, perhaps, just nothing at all. But the screwed-down floorboard is, even in this year of grace, the only silent type of floorboard, and silence in all conditions is one of the great points about the new Isis Six.

The running boards are attached direct to the lower edges of the frame, and a particularly pleasant touch is provided by these boards being covered entirely with black moulded rubber mats specially made for the purpose by the Dunlop Rubber Co., Ltd., and having moulded upon them the words "Isis Six." The effect is extremely smart, the running boards appearing to be covered with a continuous high-grade black rubber step mat. This is a most pleasing change from the usual aluminium sheet or cheap rubber covering.

Equipment is on the lavish and complete scale associated with the Morris products, and includes a speedometer with trip, clock, oil gauge, ammeter, coil ignition, indicator light, dipping Lucas Bi-flex head lamps, indirect instrument illumination, electric windscreen wiper, electric horn, internal driving mirror adjustable for angle, a thoroughly good and complete tool kit, constant-reading petrol gauge on the instrument board, high-pressure chassis lubrication gun, Calormeter with wing mounting, double buffers, large luggage grid and stop light.

All is there that any reasonable being can possibly want, in fact, and just those details which make so pleasurable the use of a good car.

BRITISH VEHICLES IN AUSTRALIA.

Probably one of the most popular British vehicles in Australia is the Albion, which is of course manufactured in Glasgow, the home of engineering. Albions are seen in considerable numbers throughout Australia, and have built up for themselves a magnificent reputation for reliability under arduous conditions. Naturally, the excellent results obtained lead to repeat orders, and it is interesting to note that Messrs. Nestle & Anglo-Swiss Milk Co. are adding to their fleet two four-ton Overtype Albions. These Overtype vehicles have considerable advantages for operating in congested areas or narrow loading bays, as they can turn in a 45-ft. circle owing to their short wheelbase, but nevertheless carry bodies up to 14 ft. 9 in. long. Accessibility is a special feature. Other Australian orders for Albion vehicles include a repeat order from the New South Wales Government Railway for a two-ton chassis, and an order from the Sydney Metropolitan Water Sewerage and Drainage Board for one of the latest high speed 30-cwt. models, which are specially designed for work Overseas, and which have a particularly high ground clearance and standard track. Albion vehicles are, of course, one of the best known British vehicles on the market.

BOGUS "HOLD UP" AT A BANK.

TWO PLOTTERS SENT TO PRISON.

The bogus "hold-up" at a Glossop bank had a sequel at Derby Quarter Sessions when Arnold Baldwin Whiteley, aged thirty-three, bank cashier, pleaded guilty, as a servant of Lloyds Bank, Glossop, to stealing £2,718, and Henry Farrar, aged thirty-five, a secretary, pleaded guilty to counselling, procuring, or commanding the offence.

Whiteley was sentenced to eight months in the second division, and Farrar to two months in the second division.

Mr. Willing, prosecuting, explained that a policeman on duty heard an alarm bell ring in Lloyds Bank. He went into the bank and found Whiteley lying on the floor with his arms and legs tied, and with a gag over his mouth.

He was brought round by artificial respiration, and gave a statement in detail. He said that during the absence of the manager and clerks a man came in, took him by the tie, put his knees in his stomach, bound him, and put a gag over his mouth. He said that a liquid was then poured over the gag.

Whiteley made a completely different statement the next day, and confessed that the robbery was a hoax. He explained that he and Farrar had lost heavily in gambles on cotton futures. The actual amount of money taken was on that occasion £1,918 and, apart from that, £800 which Whiteley had previously abstracted from the till.

The bank had now recovered the whole amount of the former sum with the exception of £7.

THE HEART OF A NATION
with
GEORGE SIDNEY
and
PATSY RUTH MILLER
AT THE QUEEN'S
FINAL SHOWINGS TO-DAY
At 2.30, 5.10, 7.15 & 9.20.

The Emden
AT THE WORLD
FINAL SHOWINGS TO-DAY
CONTINUOUS PERFORMANCE
DAILY FROM 1.15

JOHN GILBERT
IN
MAN, WOMAN and SIN
AT THE STAR
FINAL SHOWINGS TO-DAY
At 5.30 & 9.20.

BY MAIL, WIRE, AND WIRELESS.

Frankfort-on-the-Main.—Jerusalem or a city in India has been decided upon as the seat of the next World Peace Conference at a meeting of its executive committee held here. The Conference is to take place in 1931. The proposal by the German delegate to choose Berlin was turned down. The near future will see the definite decision made as to where the Conference will actually meet.

Raleigh, N.C.—Diseases peculiar to corps grown in the south will be studied here by plant scientists in a three-day conference.

Washington.—Scientific research of the Department of Agriculture, according to Dr. A. F. Woods, director of scientific work, is yielding a 50,000 per cent. return on all money spent.

Canberra.—Mr. Abbot, the Australian Minister for Home Affairs, has left Canberra on a 4,500 miles flight of inspection in Northern and Central Australia.

Venice.—Prizes worth more than £3,000 have been offered for works of art inspired by Fascist ideals to be awarded at the 17th International Art Exhibition in Venice next year.

Canberra.—The Australian Government has rejected a request by the State for an increase in the duty on petrol of 4d. a gallon, in order to raise the money to build and maintain roads.

St. Calais.—The sister of Cardinal Dubois, Archbishop of Paris, Mme. Butte, aged 61, while out walking near her home at St. Calais (Sarthe) accidentally fell into a stream and was drowned.

Paris.—A commemorative tablet to Heinrich Heine was unveiled on the house in the Avenue Matignon, Paris, where he died in 1856. Heine went to live in Paris after the July revolution of 1830.

Minnesota.—Henry Virkula, a restaurant keeper, was shot dead in his motor-car at International Falls, Minnesota, by a member of the Customs patrol organised to stop liquor smuggling across the Canadian frontier. No liquor was found in the car. The patrol man has been arrested.

Madrid.—During his stay in Madrid, Count Bethlen, the Hungarian Prime Minister, concluded a treaty of friendship, mediation, and arbitration with Spain, similar to those existing between Hungary and other States, including Poland and the United States. The treaty was signed in Madrid.

Dunedin.—Mr. Wilford, the New Zealand Minister of Defence, who is inspecting possible aerodrome sites in various districts in the Dominion, said that, although the country could not afford to develop an ambitious scheme of air defence, it was necessary that the groundwork should be laid by providing the air sense, and fostering commercial flying.

Crete.—M. Venizelos, the Greek Prime Minister, is spending a holiday in Crete accompanied by the Ministers of Marine, Communications and the Interior.

Lahore.—It is reported from Lahore that a boat containing more than 100 people was caught in a whirlpool on the Chenab river and capsized. Only 35 of those on board were saved.

Brussels.—Owing to the drought in Belgium and the Grand Duchy of Luxemburg, the water supply in many places has been cut off during certain hours of the day, and the allowance to factories reduced by one quarter.

Penarth.—Dr. Ravenhill, of Penarth, South Wales, and the guides, Pierre Cottch of Zinal, and Henri Chevrier, of Evolena, have made the first ascent of the Matterhorn by the Zmutt ridge this year. The climb took 14½ hours.

Brussels.—An exhibition of British electioneering posters has just been opened at the Palais Mondial in Brussels. These posters are those used in the recent General Election and were supplied by the headquarters of three great parties.

STAR THEATRE
FORBES RUSSELL COMEDY CO.
Farewell Performances
Sept. 23rd & 24th.
"By Candle Light"
"Her Cardboard Lover"
Popular Prices: $3, $2 & $1.
Booking at MOUTRIE'S and the STAR.

BALLANTINES'
in use for almost 100 years.
ESTABLISHED 1827.
By Appointment to
H.M. The Late Queen Victoria
H.M. The Late King Edward VII.
and
His Majesty King George V.
PURE SCOTCH LIQUEUR WHISKY
10 years old.
GEORGE BALLANTINE & SON, LTD.
GLASGOW AND LONDON.
DISTILLED IN SCOTLAND
If you want a really first class Scotch Whisky at a reasonable price, you can have no better than Ballantine's Liqueur Whisky. It is excellent.

The French Store
Beaconsfield Arcade.

Quite naturally,

the man who knows that appearance *does* count selects a

Henry Heath Hat

with the certainty that by so doing he secures advantage of style, quality and durability.

The "SNAP" (Regd.)

Finest fur felt, adaptable to any shape of brim, suitable for sports and ordinary wear. Useful shades of greys, browns and buffs.

Mackintosh & Co. Ltd.

MEN'S WEAR SPECIALISTS

ALEXANDRA BUILDING. DES VOEUX ROAD

"As for Spring and Summer; as for Autumn and Winter; These four Seasons revolve without intermission"

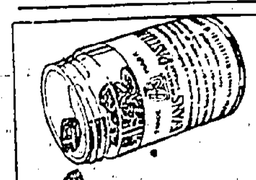
Let HORLICK'S MALTED MILK help you to maintain health and vigour from year to year—Spring, Summer, Autumn and Winter alike.

HORLICK'S builds up the body and gives strength to withstand the constantly recurring seasonal complaints.

Coughs, colds and chills; weariness, lassitude and sleeplessness seldom obtain a footing in the system nourished and fortified by HORLICK'S MALTED MILK.

HORLICK'S THE ORIGINAL MALTED MILK IN 4 SIZES AT ALL CHEMISTS & GROCERS

Representative—Mr. H. M. HODGES, P.O. Box 3711, Shanghai



ALL OVER THE WORLD!

Evans' Pastilles are prescribed regularly by Doctors the World over for relieving Coughs, Colds, Catarrh, Huskiness, Weak Chests and Sore Throats. The vapours penetrate into innermost parts giving instant relief.

EVANS' ANTISEPTIC THROAT Pastilles

Made in England and sold by Chemists everywhere.

WHITEAWAYS

SPORTS WEAR FOR MEN.

BLAZERS

Blue Flannel Blazers, Well cut and made from Nice Shade, Good Quality Flannel.

$9.50 EACH.

BOYS' BLAZERS

Boys' Navy Blue Flannel Blazers. Sizes 4 to 8.

$4.95 to $6.95

MEN'S FLANNEL TROUSERS

Grey Flannel Trousers. Well cut and made. All Sizes.

$13.50 PAIR.

NEW PULLOVERS AND SWEATERS.

MEN'S OUTFITTING DEPARTMENT.

WHITEAWAY, LAIDLAW & CO., LTD.

HONG KONG.

H.K. REEL CLUB.

PREPARING FOR ST. ANDREW'S BALL.

PIPE MAJOR MACKIE AS INSTRUCTOR.

Mr. K. S. Morrison, in the absence of Mr. A. L. Shields, presided at the second Annual General Meeting of the Reel Club held in the City Hall yesterday. Referring to the Club's balance sheet for the past year, he pointed out that, for a club of its size and obligations, the Hong Kong Reel Club was in a highly satisfactory financial position.

A grant of $200 was made to the Club by the St. Andrew's Society, to defray the cost of doublets and equipment used by the participants in the 32-some reel which the Club staged for the Grand Tattoo. They were very grateful for this gift.

English Members.

The number of English members was ample testimony to the attractions of Highland dancing and it was hoped that many more non-Scottish dancers would join in the near future.

It was regretted that it was not found possible last year to continue with the children's classes but the incoming Committee would review the matter again and investigate the possibility of their revival.

Hong Kong was a place of comings and goings and these fluctuations had reduced the Committee considerably. They had lost their President, Mr. A. L. Shields, and had also lost the able services of their hon. secretary and principal instructor, Mr. R. O. Sutherland whom they hoped would soon return completely restored to health.

In addition, they had lost the hon. treasurer and both instructors.

New Blood.

A month ago, it was highly problematical whether the Club would be able to carry along on its former basis but the speaker had succeeded in enlisting the help of Pipe-Major Mackie who had kindly consented to take over the duties of instructor.

Mr. Mackie would appoint his own assistants as found requisite. The Reel Club could congratulate themselves upon having obtained the services of this highly competent and able instructor.

Messrs. J. Grant and I. H. C. Highet had filled the gaps left by the hon. secretary and hon. treasurer respectively, and deserved a hearty vote of thanks for their work. (Hear, hear).

The Club would commence its practices for the 1929 season on Monday, September 23, from 5.30 p.m. to 7.30 p.m. in the Helena May Institute and would continue these meetings until November 25. There would be ten practices in all.

Secretary's Report.

The Secretary report said that 31 members had resigned from the Club and 44 new members had joined. The Club was very much indebted to Mrs. Ralston, Miss Whyte, Messrs. P. D. Wilson, M. A. A. Mackintosh, W. Beveridge, H. V. Parker, T. P. Saunderson, W. L. Alexander, and W. Robertson for the splendid work and keenness they had shown in the interests of the Club on Sub-Committees. It is with regret that they lost such keen supporters of the Club as Major and Mrs. Wolfe-Murray, Mr. and Mrs. Granville Murray, Messrs. G. S. Brown, J. A. Douglas, and J. C. Thomson. In the forthcoming season the Club would also be without the keen support of Messrs. A. L. Shields, R. O. Sutherland, M. A. A. Mackintosh, W. Beveridge, and T. P. Saunderson who have left for Home on leave. Mr. R. O. Sutherland will be especially missed as the originator of the Reel Club and its hon. secretary since its start in 1926.

The accounts were audited by Mr. T. W. Riddell to whom thanks were due.

Election of Officers.

The following officers were elected for the ensuing year:—

President: Mr. K. S. Morrison.
Hon. Secretary: Mr. J. Grant.
Hon. Treasurer: Mr. J. Highet.
Instructor: Pipe-Major Mackie.

Committee:—Mr. A. Stevenson, Mr. G. Duncan, Mr. D. L. McWhirter, Mr. W. Robertson, Mr. H. V. Parker, Pipe-Major Mackie, Miss J. Whyte, and Miss B. Laing.

SEDITIOUS PAPERS SEIZED.

TWO YOUNG CHINESE CHARGED.

IDENTITY OF PAPERS QUESTIONED BY DEFENCE.

Before Mr. A. W. G. H. Grantham at Central Magistracy yesterday, two Chinese youths were charged with possession of seditious documents.

Sergeant O'Donnovan prosecuted and the defendants were represented by Mr. A. E. Hall.

Outlining the case, Sergeant O'Donnovan said that on August 31, detectives were posted on special duty outside the Royal Naval Dockyard. At about noon time, just before the men came out from their work, the defendants with others were seen approaching the gates of the yard from the West. One of the two defendants was stopped and searched and a quantity of papers were found on him. Another man, with a rattan basket in his possession, bolted on seeing the detectives. He was chased and caught at a point a little beyond the Naval Terrace. In the course of his flight he threw his rattan basket over the wall of the Terrace and this was later retrieved by a Chinese detective.

Two Chinese detectives gave evidence substantiating Mr. O'Donnovan's opening. One of them in answer to Mr. Hall said that he chased the defendant because he looked like a student and he had instructions to stop anybody who looked like that!

Mr. Hall (to the detective who retrieved the basket): What is there to stop me suggesting that you put these papers in the basket yourself?

Witness: Do you suggest I put the papers in myself?

Mr. Hall: You were on duty for a specific purpose!—Yes, on the instructions of the C.S.P.

At another stage, Mr. Hall asked the witness to read the documents which were termed seditious, but witness found difficulty in doing so. Mr. Hall asked how the witness could say that the documents were seditious and the reply was that the witness had seen a number of similar documents.

Sergeant O'Donnovan said that he sent specimens of the documents seized to the S.C.A. for translation. Answering Mr. Hall, witness said that he did not ask defendants if the documents belonged to them.

The translator at the S.C.A. having given evidence:—

Mr. Hall drew attention to the absence of any signature on the translations and suggested that in future the police should get prisoners to initial documents taken from them.

He submitted to His Worship that there was a possibility of the documents having been mixed up and that the documents in Court were not the documents seized on the defendants. The defendants did not know the contents of the documents found in their possession and therefore could not say that the documents in Court were the same as those found in their possession.

His Worship told Mr. Hall that he held that they were the same unless Mr. Hall could call evidence to the contrary, which he was at perfect liberty to do.

Mr. Hall then submitted that there was nothing seditious in the documents and the Court adjourned until this afternoon to give His Worship time to consider the text of the translations.

INGENUITY OF ARMS SMUGGLING.

REWARDED WITH TWO YEARS' SENTENCE.

Revenue officers who stopped a coolie carrying two innocent bundles of grass suspended on a pole on Monday expected to find dutiable wine or tobacco concealed, but instead of coming upon any liquor, they found a revolver and sixteen rounds of ammunition.

On making the discovery, Chief Preventive Officer Clarke communicated with the Central Police Station, and the man who engaged the coolie to carry the grass was also handed over to the Police authorities.

The employer was brought before Major C. Willson and Mr. A. W. G. H. Grantham (sitting together) at Central Magistracy yesterday and was sentenced to two years' hard labour. His story that he had been the innocent dupe of a friend in Sheung Shui, did not convince the Magistrates. He alleged that he had been approached by a friend to bring the grass to Hong Kong, and not knowing that anything was hidden inside, had consented to do so.

FILIPINO ON TRIAL.

SERIOUS CHARGE AT THE SESSIONS.

MARRIED WOMAN AS COMPLAINANT.

The trial of Luis Oliva, Filipino, on a charge of rape and an additional charge of common assault commenced before the Puisne Judge (Mr. Justice Wood) at the Criminal Sessions yesterday.

In outlining the case Mr. H. K. Holmes, Crown Solicitor, said that the complainants were employed by a lady in Hong Kong and came to Hong Kong from Manila in April this year. The husband remained in Manila and arrived on July 8.

While the husband was away, the accused entered into some sort of a relationship with the woman as indicated by the charges. Mr. Holmes added that it would be more convenient if he referred to the woman as "Nati."

According to Nati's story, the acquaintanceship went so far that she yielded to accused's advances, or rather, they may be called persecutions. Nati's mistress had heard that something was going on and had done her best to protect Nati and keep the accused away.

When her husband returned, Nati told him of what had been happening between her and the accused. When she confessed, her husband forgave her. The accused came to know that Nati had made a confession, and he also asked the husband for forgiveness, promising not to give any more trouble.

On July 20, continued Mr. Holmes, the husband and wife were both in a room at 5, King's Terrace, when the accused came in and produced a pocket knife. He caught hold of the husband and pushed him outside the door, which he closed and locked, after which he seized hold of Nati. She would say that she was forced to submit against her will.

About a quarter of an hour later, said Mr. Holmes, the accused left. The husband came in and found his wife in tears and very much upset. The couple went with their mistress, who appeared to have acted very kindly in the case, to the Yaumati Police Station where a report was made to Sergt. Fitches.

Husband's Evidence.

Martin Frailadona, the husband of the woman, stated in evidence that on his arrival in Hong Kong he found his wife at King's Terrace. She made a confession and witness forgave her. The same day the accused also came and asked for pardon and promised not to interfere with the woman again.

On July 20, witness continued, he heard a loud knock at the door. He opened the door and saw the accused with a knife in his hand. The accused threatened witness with the knife and told him he would have to comply with his request. Accused then pushed witness out of the room and locked the door. Witness heard his wife shouting from inside. After fifteen minutes accused opened the door and walked away, still carrying the knife and his shirt on his arm. Witness added that his wife then made a statement to him. Her hair was ruffled and she was crying.

Cross-examined by accused, witness said that although there were people living above and below the flat, his shouts were not heard by anyone.

By the Jury: Why did you not try to get some assistance during the fifteen minutes?—I dare not because accused said that if I did he would kill my wife.

Evidence was given by Dr. D. J. Valentine of his examination of the woman at 10 p.m. on July 20. The woman appeared to be upset and had a rapid pulse.

Accused's First Meeting.

Natividad Frailadona, 18 years old, said that she first met the accused on June 15. He followed her one day and they got to talking terms. Accused asked what salary she was getting, and she told him she was receiving $15 a month.

The next day the accused visited the house. Witness said that the accused visited her several times afterwards while her mistress was out. At first witness did not consent, but the accused threatened to kill her, and then himself.

Took Photograph Together.

One day, witness continued, she was out to send a telegram for her mistress when she met the accused. He forced her to have a photograph taken together with him. Witness wrote something on the back of one of the photographs on accused's dictation.

Relating what took place on July 20, witness said that the accused came in at 7.30 p.m. and pushed her husband out of the door. He carried a knife in his hand. The accused later took a pair of scissors and cut off some of her hair.

The Court adjourned at this stage and will resume at 10.30 a.m. to-day.

K. M. A.

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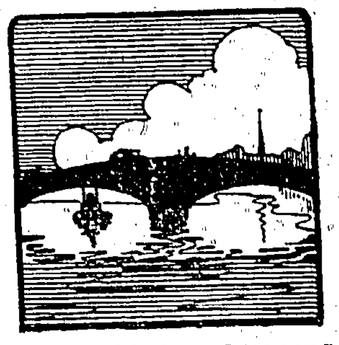

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"TISSUE PAPER SKULL."

YOUTH KILLED IN SCUFFLE WITH A FRIEND.

A Chinese youth appeared before Mr. T. S. Whyte-Smith at Kowloon Magistracy yesterday on a charge of the manslaughter of another youth at the Mongkok Market on August 20.

Detective Inspector Fallon in outlining the case, told his Worship that the defendant and the deceased were employed at the market. It would appear that on the morning of August 19 they began to play about with each others' clogs. After a while the deceased became angry and accused the defendant of taking his wooden clogs. A scuffle ensued and the defendant struck the deceased with a clog. The deceased fell to the ground and appeared to be weak and faint. The other *fokis* lifted him on to a bench and after a while he got up and went to his house in Argyle Street. He came back to the market and spoke to the defendant and later returned to Argyle Street. His condition became serious, an ambulance was sent for, and the deceased taken to the Kwong Wah Hospital, where he arrived in an unconscious condition. He never regained consciousness and died on August 20, at about 4 a.m.

After the scuffle the defendant was said to have disappeared for some time, but returning from the Kwong Wah Hospital on August 20 Inspector Fallon said that he met the defendant and stopped him and asked his name. He gave it at once and was taken to the Police Station.

Inspector Fallon also told his Worship that there appeared to be no external marks of injury on the deceased's head, and that the spot where he fell was a cement floor.

Abnormal Skull.

Dr. Cheng Kun Chuen, medical officer of the Kwong Wah Hospital, said that the deceased was brought to the hospital unconscious on August 19. He remained unconscious and died at about 4 a.m. the next day. There were no marks of injury on the deceased's body.

Dr. J. E. Dovey said that he held a *post-mortem* on the body but could not find any marks of external bruises. He found the skull to be abnormally thin so as to be transparent. There was a slight tissue on the left side of the skull and death was certified as being due to rupture of an artery and pressure on the brain. The doctor remarked that the skull was apparently a "tissue paper skull" and death could have been caused by any slight blow on this part.

The hearing was adjourned.

$1,800 THEFT SEQUEL.

FUGITIVE ARRESTED AT SHATAUKOK.

STOLEN MONEY RECOVERED.

A smart arrest has been made by the police following the circulation of a report to the outstations that $1,800 had been stolen from the regimental store at Whitfield Barracks, Kowloon.

As stated in the *Daily Press* yesterday, Mr. Shadi Lal, who is connected with the store, left the key of the safe on the table last Sunday. During his temporary absence, the safe was opened and the money extracted. The report stated that a Chinese assistant in the store was suspected in connection with the loss, but a visit to his residence at Temple Street showed that he had already bolted.

A report was then circulated giving details of the alleged thief. Sergeant Collins, attached to the Shataukok Police Station, kept a sharp look out and he was successful in the arrest of the wanted man, whose name was given as Tiu Wah, in his district. It is stated that the whole of the stolen money was found in the possession of the man.

The arrested man was escorted to the Water Police Station and he will be charged before the Kowloon Magistrate this morning.

ROUND THE COURTS.

WOMAN FINED FOR SOLICITING.

A fine of $50 or in default one month's hard labour was imposed by Mr. E. W. Hamilton yesterday on Mercedes Garcia, aged 19, described as a Mexican girl, when convicted on a charge of soliciting.

It was stated in evidence that a Lance Corporal of the Somerset Light Infantry was approached by Garcia in Queen's Road Central on Monday night and that the latter had proposed "a walk towards Happy Valley." When the pair were passing the Naval Canteen they were stopped by the Military Police and taken to the No. 2 Police Station.

Garcia denied that she was soliciting and said she was "living with an American." An elderly Chinese woman was called by defendant but a somewhat complicated story of the latter's domestic arrangements did not substantiate her evidence.

ALLEGED OFFENCE AGAINST GIRL."

A Chinese was charged before Mr. E. W. Hamilton yesterday with having committed a serious offence against a girl of twelve.

Causeway Bay Hill is mentioned in the charge sheet as the scene of the alleged offence and it was stated that during the Police Court hearing the mother of the girl and two other daughters will be called as witness. Medical evidence will also be given.

The defendant was formally remanded.

CHICKEN THIEF.

With nine previous convictions against him a Chinese youth was sentenced to six months' hard labour by Mr. T. S. Whyte Smith at Kowloon Magistracy for stealing a chicken.

CRUELTY TO CHICKENS.

Several Chinese appeared before Mr. Whyte Smith on charges of cruelty to chickens by carrying them suspended by their wings. His Worship fined each defendant $5.

UNLUCKY MOON CAKES.

A Chinese hawker was fined $4 by Mr. Whyte Smith for hawking Moon cakes in Shanghai Street without an appropriate license.

MARRIED WOMEN FIGHT.

Two Chinese married women were bound over in a bond of $50 for six months by Mr. Whyte Smith for fighting in Wai Ching Street. It was stated the two women had been at loggerheads for some time.

THEFT FROM S.S. COBLENZ.

The Chinese who is charged with stealing a watch from Mr. Ulbright of the s.s. Coblenz was again before Mr. Whyte Smith. The defendant was remanded until Friday afternoon for the hearing, it being stated that the ship would then be in port.

CANTON WORSHIPS THE MOON.

POPULACE AND THE "HIGHBROWS."

FIERCE PROPAGANDA.

[FROM OUR OWN CORRESPONDENT.]

CANTON, September 17.

In spite of the hostile attitude of the Canton Government in general and the Society for the Amelioration of Customs and Manners in particular, the Moon Festival is being celebrated to-day more or less as usual by the populace. The firing of firecrackers was heard everywhere this morning and sacrificing of joss sticks, candles, sweetmeats and other symbols was in evidence throughout the day. The city temples are also doing brisk business, but not so much as on former occasions of this sort. The priests got up very early to receive the worshippers, mostly women and girls, and invoke for them the blessings of the gods.

But compared with last year celebrations are somewhat quieter. The Amelioration Society is staging a big anti-superstition demonstration to-day at the Headquarters of the Provincial Kuomintang. Handbills denouncing superstition, idol worship and the like are being distributed by the thousand to the people on the streets. All the principal thoroughfares are placarded with slogans, some of which are as follows:—"Eliminate religious and social Superstition"; "Banish Superstitious Thoughts and Harbour no Superstitious fears"; "Away with the geomancers, fortune tellers, Buddist priests, nuns, and all kinds of Spiritual Crooks"; "Demolish all Temple Gods, Idols and the like"; "To Eliminate Superstition is to cleanse Canton, the Birthplace of the National Revolution, of Blasphemy"; "To do away with Superstition is to remove the Obstacles to Political Reconstruction"; "If we want to make Canton into a Model City we must eliminate superstition in whatever form or shape"; and "the Elimination of Superstition is essential social reconstruction based on Dr. Sun's San Min Chu I."

WAR ON TEMPLES.

The Society is also taking steps to confiscate temple and monastary property and turn it into schools, etc. It contends that in this present age of scientific enlightenment there is no need for such places. It will ask the Provincial Government to take action in this direction.

The crusaders are also trying to force the Government to increase the taxes on spirit money, red candles, clothings and furniture for the dead, joss sticks and other sacrificial materials. The Society hopes that the prohibitive cost of this paraphernalia will soon prevent the populace from buying it and superstition grndually be dispensed with.

In addition to all this the Society will ask both the Provincial and the Municipal Government to issue an order banning all temples gods, idols and tablets from shrines. The Society argues that so long as these objects remain they are bound to be worshipped and patronised by the ignorant and illiterate. The thing to do is to sweep them aside. The people, "seeing all their gods destroyed, will naturally turn to seek an explanation of the supernatural through exact science!"

HIGH HOLIDAY!

The Government has definitely announced that there will be no holiday to-day and that its offices will remain open as usual. But the populace is disregarding the Government order and celebrating the Moon Festival with feasting and merry making. Every shop throughout the City and every boat on the river is decorated in honour of the Moon deities. The moon itself is supposed to be rounder to-night than at any other time of the year.

SUN FO'S CANTON VISIT.

EXPECTED NEXT WEEK.

[FROM OUR OWN CORRESPONDENT.]

CANTON, September 17.

Word has been received in local official circles that Mr. Sun Fo is leaving Shanghai for Canton on September 21, and expects to arrive here about next Tuesday. Accompanying him will be Mr. Wu Teh Shing, Dr. Tai Chu Tau, Chancellor of Sun Yat Sen University, and other prominent officials. General Chen Ming Shu, chief of the civil administration of Kwangtung, Mr. Tang Yin Wu, Commissioner of Reconstruction, and Mr. Fan Ki Mo, Commissioner of Finance, who went to Nanking sometime ago to confer with the Central Government, are also said to be returning to Canton with Mr. Sun Fo.

Dr. Tai's trip to Canton is purely in the interest of higher education. Sun Yat Sen University, a Government institution established by the late Dr. Sun himself, will begin its autumn term on September 19, and the Chancellor is returning to see how things are going. The University is taxed to its utmost capacity and at the last entrance examination there were nearly 3,000 candidates. Out of this number, less than 200 passed the tests and were duly admitted. The candidates were from all parts of South China.

DRIED FISH AND BEANS.

SANITARY BOARD DISCUSSION.

CONCESSION TO STALL-HOLDERS.

Some discussion occurred at the meeting of the Sanitary Board yesterday over the suggested abolition of "sundries" stalls from Reclamation Street Market. The Chairman, Mr. T. W. Carrie, said that sites in the Market were originally let to dealers in "sundries" (principally dried fish and bean curd) owing to the fact that there were insufficient sellers of fresh foodstuffs to fill all the vacant sites.

As the place developed, however, it had been found necessary to issue "sundries" stallholders with notice to quit in order to make way for fresh foodstuff stalls. This did not mean, however, that the "sundries" merchants would be put right out of business because they could still sell their wares outside the market.

Extension Granted.

The stallholders concerned were accordingly given notice to quit by the end of June but, when the speaker took over office, the notice was extended to expire on September 30. Thus they had received at least six months' actual notice.

Mr. M. K. Lo said that he supported the motion but asked whether the public would be prejudiced by the Board granting a further two months' extension.

The Chairman agreed to concede even more and suggested that notice be given to expire on Dec. 31 of this year.

The Board agreed to this course being adopted.

Sanitary Inspectors.

A minute by the President as to authorising Sanitary Inspectors G. D. Reid, J. T. Lacey, G. B. Frost, and W. E. Allen to enter premises and inspect and seize unwholesome food in accordance with section 82 of the Public Health and Buildings Ordinance (1903) was the next bone of contention.

Mr. M. K. Lo pointed out that the number of Inspectors already totalled 60 or 70 and the Section referred to of the Ordinance gave them powers to enter premises at any time during the night or the day.

This was likely to inconvenience large firms and the speaker suggested that the powers given by the Ordinance should only be granted to a very few Senior Inspectors.

Minute Withdrawn.

The Chairman did not agree but pointed out that it would be a difficult matter for the Sanitary Department to work efficiently in this respect if one man was authorised and another was not. If, for instance, a junior inspector discovered the slaughtering of pigs going on at night on certain premises and had to run about to find some senior officer to take action, "the game would be up."

Cases of this kind were not numerous, he added, and were few and far between.

Mr. Lo was not satisfied, however, and asked whether the Chairman thought the case would be met by giving authority to each and every inspector of the Department to enter all slaughter houses? That was a different matter and would possibly meet with public approval.

But private shops—and the Ordinance mentioned "any premises"—were another matter. Why not make some limitation of the Inspectors' powers? Under the terms of the Ordinance, he concluded, Inspectors could enter any premises and could knock up Sincere's after midnight, for instance, and ask whether a tin of sardines was good or bad.

The minute was withdrawn.

PROJECTED SOUTH CHINA RAILWAY.

CANTON TO YUNNANFU.

(Nam Chung Pao.)

The Ministry of Railways is planning the construction of a line between Canton and Yunnanfu, the capital of Yunnan. A group of surveying officers has been sent by the Ministry to prospect likely routes and work was started on the 15th inst. The authorities of Kwangtung, Kwangsi and Yunnan have been instructed to afford protection and facilities to the officers.

The Minister of Railways, Mr. Sun Fo who is coming south shortly, will negotiate with the Canton authorities with regard to the scheme and it is hoped to begin work as soon as possible. At present it takes over forty days to travel from Canton to Yunnanfu *vid* Kwangsi. The journey by water is by way of Hong Kong and Haiphong.

According to plans of the Ministry, the line will be from Canton *vid* Shiuhing, Samshui, Takhing, Fungchuen, Wuchow, Tenghsien, Mongkiang, Pingnan, Kweiping, Wuting, Tungpin, Chienkiang, Tuan, Tunglan, Hsingyi, Loping, Tzechung, Luliang and then to Yunnanfu.

INDIAN CONSTABLE MURDER CASE.

PRISONER'S CONFESSION AT SESSIONS TRIAL.

ADMITS THE CRIME AND ACCUSES THE WOMAN.

VERDICT OF MANSLAUGHTER.

A statement made by the prisoner shortly after his arrest was emphasised by counsel for the defence at the second day's trial at the Criminal Sessions yesterday of Lam Ling for the murder of an Indian constable, Sapuran Singh. In the witness-box, the prisoner gave a story of the murderous attack having been made by the woman in the case and her lover, but he broke down under cross-examination, and admitted that he killed the Indian himself, adding that it was done with the assistance of the woman.

The jury brought in a verdict that they found the prisoner guilty of manslaughter, and he was sentenced to ten years' imprisonment with hard labour. On hearing the sentence, the prisoner remarked: "I prefer to be hanged than to serve ten years in gaol."

Mr. H. Somerset Fitzroy prosecuted for the Crown, and Mr. C. G. Alabaster, K.C., instructed by Messrs. Deacons, appeared for the defence, when the murder trial was resumed before the Chief Justice (Sir Henry Gollan) in a crowded Court room.

Girl Continues Her Evidence.

The girl, Chan Kui, who created a scene the previous day, re-entered the witness-box for cross-examination. She was assured by His Lordship that she had nothing to fear, and all that she had to do was to give a direct answer to any questions which might be asked.

Mr. Alabaster: Did not your mother sell you to the prisoner so that you could be his wife when you grew up?

Witness: That is not true. I was forcibly taken away by the prisoner.

Although, according to your own story, you were kidnapped, yet you went on living with him in the same village—I did not do so willingly. He threatened to kill me.

But your mother and your aunt were in the same village, and so how can you say that?—You must know that he is a robber. He was so fierce that my mother and my aunt feared him and he threatened to kill them all.

But your mother allowed you to live with him?—She knew, but after a month she asked me to return home, and it was then the prisoner threatened to kill her.

You remember that night when you and prisoner walked to Taipo?—Yes.

Did you not ask him to shoot the two men who were following you in order that you both could escape?—No.

Fight Between Prisoner and Indian.

Did you see a fight with bamboo poles between the Indian constable and the prisoner?—Yes. I saw the prisoner use a bamboo pole and strike the Indian.

What did the Indian do?—He asked the prisoner to return the $2.

Yes, but what did he do when he was struck with the pole?—The Indian snatched the bamboo pole from the prisoner and struck him back.

How long did the fight last?—I don't know. The prisoner asked me to help him while he was fighting with the Indian. I said I did not want to and then the prisoner told me to go away. I got frightened and ran away.

Did you take the revolver with you?—No.

Before this fight began did the Indian send the prisoner away to buy something?—No.

And when the defendant came back you and the Indian were together and the Indian was undressed?—That is not true. He never went to buy anything for the Indian and it was the prisoner who told the Indian to take his clothes off.

In reply to other questions, witness said she went for her brother and returned to the shelter with him. Her brother told the prisoner that he was a robber and that he had kidnapped his sister and that he wanted to hand her over to the Indian so that he (prisoner) might get money for himself.

Farmer Retrieves the Revolver.

How the revolver came back to Police Headquarters was related by a farmer living in the Chinese territory. He said that he was tending cattle in the fields when he observed four persons on the railway line. He saw the girl throw something to the prisoner and then heard shots fired in the direction of two men who were following the girl and prisoner. Later prisoner threw the revolver away and witness went in chase. Witness recovered the revolver and kept it at his house until another man suggested he should hand it over to the British Police. He chased the prisoner for about an hour, being himself armed with a revolver.

A police interpreter stated in evidence that he took down a statement made by the prisoner after he had been duly cautioned. The prisoner's answer in reply to the charge was "I know nothing about it."

In answer to Mr. Alabaster, witness agreed that before this statement was made by the prisoner he had asked five questions to which answers were given.

Prisoner's Statement to Police.

Mr. Alabaster proposed to put in one of these questions and the answer, but His Lordship said that if he allowed it he would ask Mr. Alabaster to go through all the questions so that the jury would have the whole facts before them. Counsel then put the five questions and answers to witness, who agreed they were correct.

The last question and answer, which Mr. Alabaster said was the most important, read as follows:—How did you come by the cuts on your person?—Because the Indian constable gave me 30 cents and told me to buy some wine to drink. After I had left he then committed a rape on my wife. I came back and asked him what he has been doing. He then struck me with a truncheon on the head. I snatched the truncheon from him with my hand. He then drew his revolver. I also snatched the revolver from him and threw it away. He then picked up a chopper and struck me three times with it. I again snatched the chopper from him and struck him back with it. It was then about 12 midnight. I did not know whether he was alive or dead. I picked up the revolver, and with my wife I went to Shamshuipo to sleep. On the morning of the fifth day (July 11) I walked to Shatin where I took the train to Shum Chun.

Chau Kui and Her Lover.

Questioned by Mr. Alabaster, the prisoner gave the following answers from the witness-box.

Mr. Alabaster: At what time on that day (July 10) did you see the Indian constable?

Accused: About 11 p.m., at the shelter where I lived.

Where had you been up to that time?—I went out for a walk at 7 p.m. and returned at 11 p.m.

When you arrived what was going on?—I saw three persons, Chan Kui, the Indian, and a man (Chinese).

Did you hear anything?—The Chinese was the lover of Chan Kui. At that time he (the lover) had already attacked the Indian and the latter was dying.

How did you get the cuts on our hands?—It was in the dark. When I saw all this I thought I would be involved in trouble.

The Chief Justice: Saw what?—I saw the murdering of the Indian by the lover. I thought I would be involved as I lived in the shelter. I went to separate them and in so doing Chan Kui and her lover cut my hand with a chopper.

The Accused Cross-examined.

In cross-examination by Mr. Fitzroy, the accused said that Chan Kui's lover was a man named Ah Wong. The latter had visited the hut several times to flirt with Chau Kiu, and accused had made reports to the police.

How did Wong fight?—I saw him pressing the Indian down and Chan Kui assisted him. Chan Kui used a chopper to cut the Indian. I interfered and got cuts in my hand. Both Chau Kui and Wong were using choppers. The two choppers in Court were those used.

Did the Indian die instantly?—No.

Who took the revolver?—Ah Wong, he handed it to Chan Kui.

What did you do?—Ah Wong and Chan Kui ran away. I followed and saw Wong board a 'bus for Kowloon City. Chan Kui did not board the 'bus. I lost sight of her. Later I saw her at a theatre. We then went to Laichikok and spent the night there.

Where was the revolver?—Chan Kui had it in her girdle.

Did you fire at the two men who were following you?—Yes, because they accused me of kidnapping the girl. Chan Kui suggested I should fire at them because we were in Chinese territory and the laws were more severe than in British territory. The men accused me of kidnapping and I was liable to be shot.

Why did you not tell the police this story?—I am obliged to tell everything in Court to-day as Chan Kui gave false evidence against me. She wants to see me sentenced to death and I must prove to everybody that I am innocent.

A Strange Confession.

In the course of the severe cross-examination, the accused suddenly lost his temper and began to tell Mr. Fitzroy yet another story.

You struck the Indian with the chopper?—Yes, the smaller of the two. I was in a rage because he had raped by wife. He deserved to die. He struck me with the truncheon.

Did you strike him several times?—Naturally I did. I was quick in snatching the chopper from the Indian. Supposing he had killed me would the Indian have been prosecuted?

You said before that Wong and Chan Kui cut the Indian?—That is not true. What I said about them was trumped up. Chan Kui had given false evidence and I wanted to do something in return.

Witness continuing said that it must be clear to the Judge and tribunal that he alone could not commit the murder alone. "Who else but Chan Kui could be my assistant?—The Indian attacked me with the chopper, but I was too quick for him."

You now say you and Chan Kui killed the Indian?—Yes, and then we ran away.

Speech for the Defence.

In his concluding speech Mr. Alabaster said that he must confess the case was a peculiar one. Had the accused in the last few minutes not withdrawn the evidence given earlier, counsel would not be able to reconcile the two stories. The story the accused told Mr. Fitzroy, continued counsel, was substantially the same as he told the police in those five questions. So far as they are able to test the answers to those questions, they stand unshaken. The story fits the position in which the body was found, and also bears out Dr. Valentine's evidence.

It was clear, said counsel, that the accused was knocked down. It was also clear that both men were armed with choppers, as the accused had cuts on his hands. It was a severe fight. What other motive could he have than what the accused had already suggested about the woman.

In conclusion Mr. Alabaster asked the jury to carefully consider the answer to the fifth question. If that was true then he was acting under grave provocation. If there was any doubt in their minds the accused should be given the benefit of such doubt.

Mr. Fitzroy, after reviewing the evidence submitted that a murder had been committed and prisoner was the guilty man.

His Lordship summed-up the evidence and dealt with the legal aspects of the case. He asked the jury to consider whether or no the accused acted in self defence, to *protect his own life*, in which case the killing would be justified. On the other hand they had to consider the full facts of the case as presented by both sides.

After an absence of ten minutes, the jury announced that they were unanimous in their finding that the accused was guilty of manslaughter.

His Lordship remarked that the jury had done wisely in returning such a verdict owing to the state of the evidence. Still, the accused had killed a man, and the circumstances were serious. The sentence would be ten years' imprisonment with hard labour.

At the close of the trial another hysterical scene was enacted in the corridor of the Court by the girl witness, Chan Kui.

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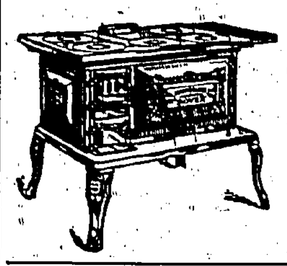

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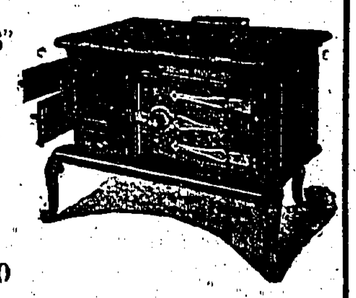

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JOSE DE OLIVEIRA MATTOS. [8382

NOTICE.

HONG KONG ST. ANDREW'S SOCIETY.

NOTICE IS HEREBY GIVEN that the ANNUAL GENERAL MEETING of the Society will be held in the CITY HALL on FRIDAY, 27TH SEPTEMBER, 1929, at 5.45 P.M., for the purposes of receiving the Annual Report and Statement of Accounts for the Year ended 31st AUGUST, 1929, and of Electing Office-bearers for the Ensuing Year, etc.

E. M. BRYDEN, Hon. Secretary. [8384

HONG KONG JOCKEY CLUB.

DRAFT Programmes and Entry Forms for the SIXTH EXTRA RACE MEETING to be held on MONDAY, 14TH OCTOBER, 1929 (Weather Permitting), may be obtained at the RACE COURSE, HONG KONG CLUB, and CAUSEWAY BAY STABLES.

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WEATHER REPORT.

Yesterday's weather report, forecast and remarks, issued by the Royal Observatory at 5.10 p.m., stated:—

The anticyclone has moved Eastward to S. Japan. A depression or typhoon is situated about 400 miles east of Manila, moving West.

Local Forecast: E. winds, moderate, fair generally.

THE TYPHOON.

Manila, September 17, 10 a.m.—Typhoon in about 129 deg. Long. E., and 15 deg. Lat. N., moving W.

Editorial and Business Offices: 11, Ice House Street. Tel. Central 12.

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The Daily Press.

HONG KONG, SEPTEMBER 18, 1929.

ANOTHER MANCHURIAN MYSTERY.

For some weeks it has been quite impossible to follow the development of events in connection with the Sino-Russian dispute over the Chinese Eastern Railway. We have heard rumours of German and of Japanese mediation, of Russo-Chinese mutual willingness to discuss amicably their points of disagreement, and of actual fighting, but beyond the circulation of these and other rumours nothing seems really to happen. What the present position is we have no means of knowing, any more than that the normal activities of the railway are suspended, and South China is deprived of the advantage of sending and receiving European mails by way of Siberia. What progress, if any, has been made in the direction of reaching an agreement regarding the future operation of the Chinese Eastern Railway we do not know, but a new development has arisen as a result of some very grave allegations made concerning the Russian management of the line by Mr. J. J. MANTELL, an American expert who is one of the foreign advisers attached to the Chinese Ministry of Railways. Mr. MANTELL has just completed an exhaustive study of the books of the Chinese Eastern Railway at the joint request of the Railway Ministry in Nanking and the authorities of the Three Eastern Provinces. The result, he has declared to the United Press, has been the discovery of amazing evidence of graft in high places, and on an ever-increasing scale.

During the year 1928 the gross business of the Chinese Eastern Railway amounted to $65,000,000 (Mex.), Mr. MANTELL said. Under ordinary circumstances, railways in China should earn at least 48 cents on the dollar, yet the reported profits of the Chinese Eastern line for 1928 were only $130,000. The Russians have been in what amounts to absolute control of the line during the last four years. The Chinese representation in the railway, although it should have been equal under the 1924 Agreement, has actually been only nominal. "The Russians are responsible for what has happened, and it is difficult to see how they can deny it." Mr. MANTELL pointed out that the Chinese Eastern Railway is a gold-mine, and there is no reason why the earnings should not be at least equal to those of other Chinese railways. If it had been handled properly, the earnings during the last four years might have amounted to more than $100,000,000, whereas they have actually been only $43,000,000.

"I am willing to state that the earnings of the Chinese Eastern should already have paid off China's entire debt to foreign creditors," Mr. MANTELL declared. He pointed out that the railway to-day could not possibly be valued at more than 200,000,000 gold roubles although the Tsarist Russians claim that they put 400,000,000 roubles into the line. The books of the railway have been so kept by the Russians that it is practically impossible to tell what the real situation is to-day. Under the arrangement which existed up to July of this year, the management of the Chinese Eastern Railway had an absolute stranglehold upon North Manchuria. "China will have to remove this economic stranglehold in Manchuria by some means or other," declared the American expert.

Marshal CHANG HSEUH LIANG has been deeply interested in Mr. MANTELL'S report. The American adviser spent several hours a day for a number of days with the Marshal explaining what he had discovered. What result his report will have upon the pending negotiations with Soviet Russia is not yet clear. Mr. MANTELL is making a thorough survey of the Chinese railways in Manchuria at the request of Marshal CHANG HSEUH LIANG. He has already completed part of his survey, but has been held up by troop movements from touring the remaining lines. He reports that dozens of troop trains are moving northward, and passenger and freight traffic has been entirely stopped on some lines because of the pressure of troop movements. He does not believe, however, that there will be actual warfare between China and Russia.

The American adviser has inspected 175 locomotives standing idle in Manchuria, and finds that only 18 of them need to be scrapped. The rest, he declared, can be put into active use at an average cost of $15,000. Of the hundred of cars standing idle, he has found that only 10 per cent. are useless; the others can be repaired at moderate cost. "The repair shops in Manchuria, like those below the Great Wall, are extremely well-equipped and well-operated," Mr. MANTELL said. "They are working steadily, adding steadily to the available rolling-stock." Mr. MANTELL does not believe that the agreement with the Wagon-Lits Company to instal its restaurant and sleeping-cars on Peping-Mukden and Peping-Hankow lines will be consumated. "The Chinese can build and operate their own cars more cheaply," he said.

This damning indictment of Russia's mismanagement of the Chinese Eastern Railway is an *ex parte* statement, to which there may be a complete and satisfactory reply. As to that we shall see what develops, but the allegations are made by a man who is in a position to know the facts, and are not to be regarded so lightly as many of the rumours which come from Manchuria. Mr. MANTELL'S estimate of 48 per cent. as the average earnings of Chinese railways in ordinary circumstances appears a rather optimistic figures. On the hand, a profit of only $130,000 on a gross business of $65,000,000 is much more absurdly disproportionate, and calls for explanation. According to Mr. MANTELL'S vast sums of money have disappeared completely, and the books of the Chinese Eastern Railway have been kept in such a way that it is practically impossible to draw any conclusion from the figures—other than that there has been serious misappropriation. Thus yet another mystery is added to the many in and about Manchuria, but perhaps more likely to be solved than many of those which have preceded it.

News and Views.

The Colony had a clean bill of health over the week-end.

The airplane ordered by the Far East Aviation Company for demonstration and general flying work is expected to reach Hong Kong on October 17.

It was stated at the meeting of the Sanitary Board yesterday that funds were in hand to start a poster campaign to warn the community against the dangers to health caused by flies and spitting. It was not desired to ask the Government for financial assistance this year: It was agreed to submit the suggestion to the Government. The posters, illustrated, would be printed in English and Chinese.

Fashion Reformers in South China.

The Bureau of Social Affairs, Canton has prohibited the wearing of ear-rings, or breast or foot binding by women and girls. Bobbed hair, instead of the pig-tail, is also urged in suitable propaganda. Foot binding was abolished by the voluntary act of the people of Canton thirty years ago but the wearing of ear-rings and breast binding are both common to-day especially among the older women. At present, over eighty per cent. of the girls attending school have bobbed hair. As to young married ladies, about thirty per cent. have abandoned the "Kai" (or "bun" as British people would call it), but nearly all the older women preserve their long tresses. With regard to these orders it will be remembered that about a year ago, a vigorous young colonel, who was sent to police a district of Kwangtung, forcibly cut the locks of the country girls and generally "raised Cain" by his pseudo Cromwellian methods.

The annual general meeting of the St. Andrews Society will be held in the City Hall on Friday, September 27, at 5.45 p.m. The report and accounts will be presented and officers elected for the ensuing year.

Proposals by Wireless.

Wireless stations in Japan have begun new matrimonial announcements, in which Japanese girls boast in flowery language of the charms of their figures and faces. The following is a typical example of how a would-be bride sets forth her charms and announces that she is in search of a husband: "I am a very pretty girl. My hair is wavy like the clouds. My complexion has the brilliance and the bloom of a flower. My face is as mobile as the leaves of the weeping-willow. My brown eyes are like two moon-crescents. I have possessions enough to pass my life in happy ease with my lover. If this appeal is heard by an intelligent young man who is amiable and comely, I will unite myself to him for life. And when we are dead we will rest for ever in a tomb of red marble." Appeals of this sort are sent forth daily, and this method of marriage-making is apparently proving a great success.

Atlantic Shipping Rivalry.

M. Jean Tillier, assistant managing director in the United States of the French Line (Compagnie Transatlantique Générale), announced, on his return to New York recently from conferences with his directors abroad, that his company had nearly completed plans for a palatial ocean liner to surpass "anything now afloat." She would not have to yield supremacy, he added, even to the two great liners which are to be built by the United States Lines at a cost of $50,000,000 (£10,000,000). He intimated that the vessel would be more than 1,000 feet long.—If the Government refused to permit the lengthening of the piers in the Hudson River, the company might dock its vessels at Montauk Point, the north-eastern extremely of Long Island, but that would be only as a last resort. The Oceanic, the great White Star liner now in course of construction, is to be 1,000 feet long and of 60,000 tons gross.

ADVICE FOR INVESTORS.

READERS are reminded that inquiries relating to the share market are answered on page 10 every Tuesday by "Kufan." Letters should be sent to this office, and must be accompanied by writer's name and address, not for publication. Letters should be addressed to "Kufan," care of the Editor.

Argentine Urns.

The Field Museum of National History at Chicago is exhibiting a collection of funerary urns in which ancient North-western Argentians buried some of their dead. Little is known of these people who disappeared before the Spanish invasion of South America, says a recent bulletin from the museum, and what traces have been found indicate that they had achieved a high state of civilization. The funerary urns are of pottery, skillfully and artistically made, and have well-conceived imaginative designs and pictures painted on them. It is believed that before burying their dead in these urns, the bodies were first exposed in branches of trees or on rocks until the flesh decomposed. The bones were gathered and then deposited in the urns. The urns were principally used for children while adults were interred in caves or in the ground, according to information furnished by the museum. Investigators have suggested that these children may have been sacrificed to the gods of rain and fertility. Archæologists have designated the civilisation of these people by the name of Calchaqui, after the valley in which they lived.

Portsmouth-Singapore Wireless.

While the future of the Singapore base is unknown and the idea that it may be completed but not armed still stands, its construction is responsible for at least one item of usefulness. This lies in the wireless communication work, made necessary by the new naval base in the Far East. An enthusiast on wireless states that the Navy's experts have made quite a success of short-wave experiments in communicating from Portsmouth to Singapore, that constant communication by day and night has been made possible, and that load tests are such as to astonish the technical men and constitute records unsurpassed by other nations. To the non-technical mind this seems satisfactory if rather unintelligible. At Portsmouth there is an experimental station dotted with clumps of wireless masts, but the silent Navy, with traditional reserve, tells the world nothing about its peace-time success. Possibly when the Prime Minister reveals the result of the Government's general survey on naval matters we may learn something about this short-wave transmission from Portsmouth to the new base at Singapore.

"Long and Skinny Daughters."

"What is the golden rule of health for warding off the common cold in the head?" This was one of the questions before the meeting of the British Medical Association in Manchester, and in the course of the discussion Dr. Dan McKenzie, of the Central London Throat and Ear Hospital, said:—The cold-water, open-air crank puts down all the ills flesh is heir to, and specifically nasal catarrh, to living and working indoors. But this is the twentieth century. Few of us can afford to revert to savagery. Yet these exuberant Bohemians, not content with their own virulently æsthetic practices, inflict them also on their children—and you will see their long and skinny daughters, with red-rimmed eyes and weeping noses, sent out to face Kingsley's nor'easter partly nude and purple. No one will ever persuade me that that regimen is either safe or sensible—or even decent. The golden rule of health, concluded Dr. McKenzie, was to seek the *via media*, exposing our system to extremes of no kind, neither coddling nor overtaxing our bodies.

Memorial to Samuel Plimsoll.

A memorial to Samuel Plimsoll, the sailor's friend, was recently unveiled in the Embankment Gardens, London. Though it is 30 years since Plimsoll died, this is the first memorial that has been erected to him. The Plimsoll line, to be seen on every British ship, is a permanent memorial to the sailor's friend. Down in the docks a street has been named after him. The memorial was unveiled in the presence of representatives of all branches of the merchant service by Sir Walter Runciman, who was a personal friend of Plimsoll. In 1868 Plimsoll entered the House of Commons and five years afterwards he published "Our Seamen," an appeal which attracted public attention and led to the passing of the Merchant Shipping Act of 1876. That Act empowered the Board of Trade to detain any vessel deemed unsafe, imposed penalties for overloading, and ordered the marking of the Plimsoll line on the sides of ships. Plimsoll continued his work after retiring from Parliament, and in 1894 an Act was passed to take the fixing of the loadline out of the discretion of the owner and making it a duty of the Board of Trade. His bust, which is the work of Mr. Ferdinand Blundstone, is erected on a granite plinth and column. Figures at the side of the pedestal represent Justice, and a sailor and a shield will set out the work of the reformer of the merchant service. In the railings around the memorial the sculptor has introduced designs of sea-horses and the Plimsoll line. The secretary of the National Union of Seamen stated that they had erected the memorial out of union funds, as a mark of the gratitude which sailors owed to Plimsoll.

Changes in Musical Taste.

Mr. Walton O'Donnell, the conductor, continued his conducting classes at the Eighth Summer School of Music at Oxford last month. He urged that a conductor should be able to size up the characteristics of every individual in his band and treat his virtues or feelings in a sympathetic and understanding manner. He must encourage his players to do some reasoning for themselves. Dr. George Dyson, director of music at Winchester College, in his last lecture on the history of music, said, "The most demoralizing thing in art, as in other things, is limelight. Put a very estimable person with a nice voice into a limelight and she usually ceases to be a normal human being and becomes a prima donna. It greatly affects the work of the composer, for instead of his being able to write the music he thinks, he has to write for the prima donna and what the general public wants." Discussing the music of Purcell, Dr. Dyson said, "There is a peculiarly English tang about Purcell. He has a touch of the east wind so reminiscent of this country. He is so fresh, daring, and unemotional, and seems to embody all our English characteristics." Mr. Basil C. Allchin, professor at the Royal College of Music, and late organist of Hertford College, Oxford, said that there was a willingness on the part of modern players to accept a combination of a series of notes on one condition—that it felt and seemed sense and that it led up to sense. "The ear," he said, "is not the same to-day as it was 10 years ago. It accepts now what 10 years ago it would have regarded chaotic nonsense. Now-a-days there is often a feeling of irritation experienced when one knows exactly what the next chord is going to be and one can feel a keen delight when that chord does not go to the accustomed place, but instead nearly lifts one out of one's seat by an unexpected turn. The main thing that we musicians have to get out of our heads is what music looks like. We have got into the habit of learning it entirely by the eyes instead of learning it by sound. The fortunate children of to-day are starting to learn music by sound and are beginning where we older musicians are about to leave off. We have got to think musically."

THEFT FROM MESSRS. LANE, CRAWFORD, LIMITED.

BRACELET WORTH $400.

Mr. H. Burson, of Messrs. Lane, Crawford, Ltd., Jewellery Dept., has reported to the police that some time between 9 a.m. and 5 p.m. on Monday some person stole from a showcase a gold, platinum and diamond bracelet worth $400.

Mr. Hiller, of the same establishment, also made a report to the effect that he lost a gold watch and chain while he was travelling in a public car between Wanchai and Caine Road on Saturday.

A Soldier's Cross-Word.

The popularity of the cross-word puzzle shows no sign of waning. Newspapers and magazines in all parts of the world make special provision for this popular feature, which provides both entertaining and educative occupation for an odd half-hour. Those of our readers who have been amusing themselves by solving—or trying to solve—the cross-word puzzles appearing in our columns daily will be particularly interested in to-day's puzzle, which is a local product. It has been devised by Private R. Brehault, of the Somerset Light Infantry, now stationed at Shumshuipo. Though not so difficult to solve as some of the puzzles which have appeared, it is an interesting amateur effort, and we publish it with pleasure as an example of a British soldier's ingenuity.

Repairs to Kennedy Road.

We learn that as the result of a petition recently presented, the authorities will soon commence repairs to Kennedy Road—one of the most popular roads on the mid-level. The need for this work has been felt for a very long time, and it is indeed surprising that residents in the district put up with conditions so long without protest. It is interesting to recall that as far back as 1913, a letter appeared in the *Daily Press* complaining of the deplorable condition of Kennedy Road, the writer declaring that the only improvements made since the road was built in 1873 being the erection of some iron railings here and there, and removal of the wooden bridges. Present-day residents in the district, as well as hundreds of others who use the road, will welcome the news that Kennedy Road is to be made good again. It may be hoped that the authorities will also widen the road at some of the corners, as with the growing volume of motor traffic these danger spots are gradually becoming more dangerous.

A Bell-Ringer's Memories.

Mr. Philip Aldridge Coard, a City wool expert and change ringer, has just celebrated his golden wedding. For over 65 years he has been employed by Messrs. Sanderson, Murray and Elder, of Gresham Street, E.C., and he now lives with his wife at Hassocks, Sussex. He still rings bells regularly in Sussex steeples, and he says that, thanks to his good memory, he can still entertain a party for an hour on the forms of amusement popular in Victorian drawing-rooms. For many years he was a woollen expert, and now confines himself to his employers' accountancy department, which he continues to attend three times a week. "There is nothing like work—wholesome, interesting work—and change ringing to keep one young and fit," he said. "I don't know anything better than bell-ringing for maintaining health. This, with moderate living, a little gardening, music and reading should keep one contended and happy in old age. When I was a young man we had to walk the three or four miles from our suburban homes to the City. I had to leave home in those days at six o'clock, and seldom returned before nine or ten at night. Then we went to the warehouse or office early and departed late. To-day the custom is to begin work late and leave early."

Looking Back 25 Years.

A proposal is on foot to start a Cricket and Recreation Club for Kowloon. Such an institution would be a boon to residents on the Kowloon side.—*Hong Kong Daily Press*, September 19, 1904.

Looking Back 50 Years.

We hear that it is probable the China Merchants' Steam Navigation Company will take over two of the Chinese Government gunboats for the purposes of their traffic. Mr. Tong King Sing and Captain Bolton, who are in Foochow, are negotiating in the interests of the company for the purchase of Nos. 24 and 25 gunboats. The latter is on the stocks; the former was launched a short time ago. Both vessels are suitable for carrying cargo and passengers, and are probably to be engaged in the Hainan trade, for which they are well adapted. The registered tonnage of each is about 850 tons, speed about ten knots, and it is believed they will be fitted with an upper deck like Messrs. Douglas Lapraik's steamer Douglas.—*Hong Kong Daily Press*, September 18, 1879.

PROPOSED DISARMAMENT TERMS.

WHERE BRITAIN AND U.S.A. DIFFER.

THE QUESTION OF SUBMARINES.

JAPAN'S VIEWS ON THE MATTER.

[THROUGH REUTER'S AGENCY.]

LONDON, Sept. 16.

Reuter is authoritatively informed that in the beginning of the British and American naval conversations, the British Government, mindful of past failures, resolved to start completely afresh. It has been already made clear that British construction is not concerned with American construction, but with purely British responsibilities, for instance, the Palestine situation, which came as a "bolt from the blue."

A certain fleet standard has been worked out to meet such responsibilities, and the British Government would have reviewed the whole position of the fleet in any event with the Dominions, which have been consulted throughout.

It has been assumed throughout the negotiations that the object of a British Empire fleet is unity, and the Dominions will be represented at the five Powers' conference.

The Parity Question.

Great Britain does not object to the United States' desire for parity. Both want to reduce expenditure, hence the problem of agreement is both difficult and complicated. It was felt that an armaments' agreement was not reachable without a political agreement, therefore conversations were started with the Kellogg Pact as the basis. The next question was the survey of the various sections of the fleet. Battleships were dealt with at the Washington Conference. As regards destroyers, it is felt that agreement may be reached on an equality of displacement tonnage. As regards submarines, Great Britain holds very strongly, that they should be eliminated from warfare, and the United States is willing to help. The very difficult question of cruisers, which was wrecked at the previous conferences, remained.

Disagreement on the cruisers problem is now reduced to the narrowest margin of three eight-inch cruisers, but both President Hoover and the British Government are determined that there can be no break on that account.

Agreement in that connection does not depend finally upon the British-American negotiations, but upon Great Britain's ability to fulfil her responsibilities to the rest of the world. Agreement is only possible with the over-riding determination both of the United States and Great Britain to reach an agreement much larger in spirit than a merely naval agreement. The British Admiralty has been splendidly helpful throughout.

New Conference.

The proposed five Power conference may possibly be unable to meet until the middle of January. It is hoped that all will agree to London as the venue. It is suggested that it will be equivalent to a resumption of the Washington conference which is not due to meet until 1931, as Britain and the United States feel that the time has come to consider the naval problem as a whole.

It is impossible that the conference will complete its labours in a month. It has been made very clear to Mr. Hoover that any British and American agreement must be scanned after the five Power conference in order that it may be in consonance with the latter's decisions.

Great Britain feels that if she can get world shipbuilding agreement, it will be one of the biggest things ever done. It would then be possible to deal at Geneva with land air armaments, and eventually, whole world armaments.

The British Government feels that such agreement would be cheap if Great Britain gave a cruiser for it. It is emphasised that the British tactics throughout the negotiations have been perfectly safe, and British security is absolute.

Cruiser Strengths.

LONDON, LATER.

The following summary of the proposed cruiser strengths indicates the nature of the margin of difference: Great Britain, 15 cruisers, armed with eight-inch guns, and 25 six-inch guns, a total tonnage of 339,000.

The United States: 21 eight-inch guns, 15 six-inch guns, a total tonnage of 315,000.

Great Britain, however, proposes that America shall only have 18 eight-inch cruisers and a total tonnage not exceeding 300,000.

All British military preparations are at present being made on the assumption that there will be no war at a certain period not before the hypothertical year "x."

The Standard Year.

In the naval discussions 1936 was taken as the standard year. This was within the year "x." The proposed agreement will be reviewed in 1935, thus providing a "period for peace experiment," and to facilitate more systematic methods of scrapping replacements at the dockyards.

Great Britain has made clear that whatever America may do in the way of expanding her fleet, she will find no response in the British programme, but, if American building resulted in stimulating other countries to build, obviously Great Britain must take indirectly an interest in American building.

London Satisfied.

LONDON, Sept. 17.

The fact that the Admiralty has approved of the terms of the proposed agreement for limitation of naval armaments adds a feeling of security to the satisfaction generally felt over the success of the British-American conversations up to the present.

While it is recognised that the conversations have achieved much it is not overlooked that there is still a knotty point in regard to the cruiser problem to be solved.

Even assuming this is overcome, a warning note is sounded that the British-American agreement is only a preliminary to a larger agreement between the five Naval Powers, and it is pointed out that the difficulties which may arise in the general conference, which, it is now hoped, will meet in London in January, may yet prove obstinately complicated.

Great credit is bestowed on Mr. Ramsay MacDonald and President Hoover.

Views in Tokyo.

TOKYO, Sept. 17.

Reuter's authoritative survey of the Anglo-American naval conversations has been received in official quarters without surprise.

Since Mr. Matsudaira has been thoroughly informed of the progress of the MacDonald-Dawes conversations he has kept the Government fully informed.

Responsible officials decline to comment on the details of the Anglo-American compromise, although authoritative quarters indicate that its nature and scope place no great difficulties in the way of Japanese adherence.

Circles outside the Navy, notably the Press commentators, display some disappointment that the scale of Anglo-American cruiser limitation means further building instead of reduction, if Japan is to maintain her desired 70 per cent.

The Cabinet's regular meeting this morning was largely occupied with the naval question, upon which Admiral Takarabe and Baron Shidehara reported the outcome, though the Cabinet's deliberations have not been divulged.

Japan Favours Submarines.

After the meeting Mr. Hamaguchi further conferred with Admiral Takarabe.

The afternoon vernacular papers publish the purported outline of Admiral Takarabe's statement before the Cabinet, which authoritative quarters close to the Admiral partially confirm.

The statement is that first, Japan is prepared to consider favourably the extension of a capital ship holiday until 1936. Second, Japan must consider the American first-class cruiser strength, if carrying 8-inch guns, as the standard for her claim of 70 per cent. Hence, she must build two cruisers beyond the current programme if the American limit is placed at eighteen 10,000-ton ships, or four, if set at twenty-one.

Thirdly, Japan is willing to scrap approximately 17,000 tons of destroyers, leaving her 105,000 tons, if the Anglo-American limit is fixed at 150,000.

Fourthly, Japan is opposed to abolition or drastic reduction of submarines, which she considers the most effective defensive weapon against a superior fleet.

Viscount Cecil's Plan Languishes.

GENEVA, Sept. 16.

It is generally felt that nothing tangible will *result from Viscount* Cecil's disarmament resolution, the object of which, apparently, is to keep the matter open by again stating the British view. The resolution makes no reference to trained reserves.

[An earlier message stated: The newspapers are up in arms as regards the land disarmament proposal which it is understood Viscount Cecil is submitting to Geneva on behalf of the British Government, suggesting the limitation of trained reserves.

France has always opposed limitation and a Franco-British Agreement was reached a year ago that Great Britain would not oppose the French viewpoint..]

CHIANG TSO PING RESIGNS?

CHINESE ENVOY AT BERLIN.

A NANKING REPORT.

(*Wah Tsi Yat Pao.*)

NANKING, Sept. 17.

It is stated in foreign sources that the Chinese Minister to Germany, Mr. Chiang Tso Ping, has tendered his resignation as Chinese plenipotentiary to discuss the Sino-Russian dispute over the Chinese Eastern Railway.

The Central Government has telegraphed to Dr. Wang Chung Hui, the Minister of Justice, who is now at Berlin on his return to China, to succeed Mr. Chiang as the plenipotentiary.

Another message says that the Ministry for Foreign Affairs has received a cable from Dr. Wang Chung Hui saying he is proceeding to Geneva to discuss Sino-Russian affairs with Dr. C. C. Wu and Mr. Chiang Tso Ping.

CONFISCATION OF A FORTUNE.

ALTRUISM IN NANKING.

[THROUGH REUTER'S AGENCY.]

NANKING, Sept. 17.

The State Council has ordered the confiscation of all property belonging to the late Sheng Kung Pao, an official in the Manchu regime, on the ground that he accumulated his vast fortune through embezzlement of public funds. His bequests to charity are not affected.

CHINA'S MINISTER TO BRITAIN.

RETURN TO DUTY.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, Sept. 17.

Mr. Alfred Sze, Minister to Britain, left this afternoon on the Kitano Maru for Marseilles.

PRESS CENSORSHIP REMOVED.

BUT SOME LOCALITIES EXCEPTED.

[THROUGH REUTER'S AGENCY.]

A mandate instructing the removal of Press censorship throughout the country except in "particular localities which are at present under peculiar conditions" was issued by the State Council yesterday.

FAR EASTERN BANK CLOSES DOWN.

DALBANK SHUTS UP TOO.

[THROUGH REUTER'S AGENCY.]

HARBIN, Sept. 17.

The shareholders, at a meeting on Sunday, definitely decided to liquidate the Far Eastern Bank and the Dalbank

BELGIAN MINISTER'S PROTEST.

ECHO OF RECENT MURDERS.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, Sept. 16.

The Belgian Minister has transmitted, through his personal representative in Shanghai and Nanking, a formal Note of protest to the National Government in connection with the murders of Bishop Trudo Jans and Fathers Bruno and Rupertus in Hupeh.

The Note requests prompt investigation of the outrage and the arrest of the culprits, as well as exemplary punishment.

A British naval wireless message received this morning states that the attack took place near Patung, near Ichang, on Monday, and that in addition to the Bishop and the two Fathers, three Chinese Christians were killed.

FRENCH ADMIRAL'S DEATH.

FORMER COMMANDER IN FAR EAST.

[THROUGH HAVAS AGENCY.]

PARIS, Sept. 17.

Vice-Admiral Stotz, former commander of the French Naval forces in the Far East, died this morning at Toulon.

STOPPING "DOPE" EVILS.

SOME SUGGESTIONS AT GENEVA.

CHINA'S IDEAS.

[THROUGH REUTER'S AGENCY.]

GENEVA, Sept. 17.

At a meeting of the Opium Committee, Dr. C. C. Wu, delegate for China, urged a drastic limitation of the manufacture of narcotics to medical and scientific needs.

Mr. Noel Baker (Britain) demanded the strengthening of the opium section of the League, and the withdrawal of licenses in cases of abuse of the convention.

He also submitted a resolution that countries manufacturing morphia, heroin, and cocaine should confer so as to fix an annual quota to be manufactured.

Speeding-Up Urged.

GENEVA, Sept. 16.

The situation of the opium traffic is still serious. According to a rapporteur, the Fifth Committee is urging all the Governments which have not ratified the 1925 Convention to do so at the earliest moment, otherwise the League will have to forge new weapons.

Viscount Mushakoji (Japan) appealed for a speeding up of the Convention, and suggested that the manufacture of drugs be restricted to pharmaceutical requirements with an adequate suervision of the trade! The Norwegian and Siamese spokesmen announced their intention to ratify the Convention.

The British delegates submitted two resolutions, the first designed to secure the help of countries where smuggling is widespread, and the second to create strict international supervision of postal drug traffic.

PIT DISASTER IN LORRAINE.

WORST EXPLOSION IN YEARS.

BIG MINE AFIRE.

[THROUGH REUTER'S AGENCY.]

COLOGNE, Sept. 17.

Twelve people were killed, 30 seriously injured, and several are missing in a series of fire-damp explosions at St. Charles colliery at Petit Erosselle.

This was one of the worst disasters for many years in the Lorraine coalfield. The first explosion occurred on Sunday, and two more yesterday, while eighty men were working to repair Sunday's damage. The explosions yesterday were very violent, and destroyed the shaft, the electricity works, and the boiler-house.

The pit is now afire.

BRITAIN AND THE SOVIET.

ENVOY COMING TO LONDON.

LETTERS ISSUED.

[THROUGH REUTER'S AGENCY.]

LONDON, Sept. 16.

The British and Russian correspondence, now issued, shows that the Russian representative, who will discuss the procedure for further negotiations, is coming to London on September 24.

MURDERED SOCIALIST.

COMMEMORATION MEETING.

[United Press.]

TOKYO, September 17.

Police patrols were redoubled today and extra men called to duty to prevent disorders in connection with services to be held by radicals in memory of the late Sakaye Osugi, a widely-known Japanese Socialist, who was strangled by a police captain, Masahike Amakasu, in the excitement following the great earthquake of 1923.

Amakasu was sentenced to prison for the murder, but later was released and disappeared. He killed not only Osugi, but also the Socialist's young nephew, strangling them brutally after they had been taken to a police-station for questioning in connection with an alleged Anarchist plot.

Osugi's friends hope to hold a large demonstration to-day, and have invited Miss Mako Osugi, daughter of the murdered man, to come to Tokyo from her home in Fukuoka, Kyushu, to lead the procession they hope to organize.

No extensive trouble is expected, but police are taking every precaution.

HOLLAND AND EAST INDIES.

VIGILANCE CONSIDERED INCUMBENT.

QUEEN-MOTHER'S SPEECH.

[THROUGH REUTER'S AGENCY.]

THE HAGUE, Sept. 17.

Queen Wilhelmina to-day ceremonially opened the new session of the States General.

In the speech from the Throne she regretted that the desire to reach a fresh settlement with Belgium was not yet attainable.

She emphasised the continued need for economy in State services, and said that vigilance was still incumbent with regards to the political situation in the Dutch East Indies.

PREMIER'S TRIP TO AMERICA.

LONG ITINERARY.

[THROUGH REUTER'S AGENCY.]

LONDON, Sept. 18.

"To substitute cordiality for coolness," is the official reason given by Reuter for Mr. MacDonald's visit to America. He will only discuss with Mr. Hoover the subjects at present being negotiated, but intends to establish a general goodwill and kill baseless suspicions.

Mr. MacDonald arrives in New York on Ocober 4, and will proceed direct to Washington, where he will remain until October 10, whence he will visit Philadephia where, *inter alia*, he will entertain the doctors who treated him during his illness there in 1927. Later he will return to New York, visit the Niagara Falls, and reach Toronto on October 15, possibly meeting Mr. Mackenzie King, the Canadian Premier. He goes to Ottawa on October 17 to stay for three days as the guest of Mr. Mackenzie King, after which he will visit Montreal, and Quebec, leaving for Home on October 25 by the s.s. "Duchess of York." The Premier will be due back at the House of Commons on November 4, when Parliament reassembles.

MENJOU IN SEARCH OF WORK.

PERFECT LOVER FINDS HIMSELF OUT OF DATE.

Adolphe Menjou, the "perfect lover" of the screen, is out of work. There is apparently no demand now for his interpretation of the role of a well-bred philanderer, for, after vainly attempting to find work in New York for several weeks, he has sailed for Europe to try to obtain a contract in England, France, or Germany.

Menjou is unable to explain the reluctance of the film producers to employ him.

Before he sailed he said he did not think the coming of the talkies had anything to do with it, as the last film he made under his old contract was a talkie, and the receipts from it had been satisfactory.

In spite of this he had been refused a new contract. Other producers had appeared interested, but eventually also refused to employ him.

Menjou hinted that his wife, who was formerly Kathryn Carver, might also return to the screen if necessary.

Adolphe Menjou was born in France. He was practically unknown until his performance in Charlie Chaplin's production, "The Woman of Paris," made him internationally famous.

Since then he has starred in many successful films.

He married Miss Carver in Paris in May 1928. When they arrived in London a few days later large crowds greeted them at the station.

Mr. Owen Nares stated to a Press representative:—

"I regard Menjou as a supremely good silent screen actor. I do not think that popular interest in the type of lover he portrayed is waning. Two successful actors on the English stage to-day, who are at their best reproducing on the stage the type of characters Menjou popularised on the films, are Hugh Wakefield and Ronald Squires."

Mr. Carl Brisson, one of the most handsome of British screen stage lovers, would scarcely believe that Adolphe Menjou was out of work.

"Adolphe, the world's perfect lover, out of work!" he exclaimed. "It can't be true. An artist of his ability and popularity ought not to be 'resting.' I cannot believe the reason is that the cinema public has no interest left in love stories."

THE ENDURANCE OF THE CHINA PONY.

LIEUT.-COL. SOUVOROFF'S RIDE FROM SHANGHAI TO NANKING AND BACK.

FIFTY MILES A DAY FOR EIGHT DAYS.

Lieut.-Colonel P. Souvoroff, partner and chief instructor at the Haig Riding School in Shanghai, has just returned from a true busman's holiday, namely a trip on one of the school ponies to Nanking and back, alone, and with no knowledge of Chinese. He was provided with a Chinese passport and also a certificate in both English and Chinese which certified that he was "making a trip from Shanghai to Nanking and back on horseback with a view to testing the strength and endurance of the Chinese pony." Also he had in his pocket book two pages of words in Mandarin, which he had transcribed as nearly as possible phonetically into Russian script. Among the list occur such requirements as:—Food, water, straw, barley, hotel, bran, fish, bread, soap, meat, chicken, eggs etc.

The trip had been under consideration for some time, till at last, on August 25, Mr. Souvoroff departed at 6.30 a.m. taking with him a blanket under the saddle and a change of clothing strapped on behind. His first day's itinerary led him *vid* Naziang, Wangdo, Anting and Loukapang, where he stayed the first night after having done about 40 miles.

The second day's journey proved considerably harder as there were no roads but plenty of rivers and few bridges. In the early stages of his trip, Mr. Souvoroff explained, he tried as much as possible to avoid making his pony swim and getting wet himself; in order to do this he had to make wide detours which took him out of his course. Later on, however, he became more confident and less patient: if a river appeared he just dismounted and swam by the side of "Almas," the pony, with his hand on the pommel. "The chief discomfort after such a swim was my boots" he said. "I had to tilt them up so as to empty the water out. . . . . They were nice boots, too" he added reflectively and ruefully.

Out All Night.

The second night he slept at Quinsan which he had reached at 8 p.m. The next morning at 6 a.m. he left for Soochow. His third day took him along by the Soochow Creek to Wusich. Here he changed his direction because of the lie of the land and made for Changchowfu, thence to Tayan through the mountains to Potou and Kuyunghsien. On the eigth day he arrived in Nanking having covered about 400 miles. On the way back he reckoned that he had gone about 375 miles as he took a shorter route. He spent 70 hours only in Nanking and then returned.

Questioned about any difficulty he might have experienced over food he explained that suitable fodder for Almas proved his greatest problem. "Many nights I did not turn in until midnight" he said, "Because I was trying to find food for my pony and watching to see that he got it. I missed a lot of sleep. One night I arrived at Kuyunghsien later than I had bargained for. Judging by my map I should have reached it by 8 p.m. whereas it was 11 p.m. when I arrived and the gates had been closed for the night against robbers. I decided it would be too dangerous to go on and retired about a quarter of a mile away, worried about Almas' food.

"I ungirthed him and sat down on the ground, dead beat, while he grazed. I was afraid of falling asleep and losing him. However, I stayed awake until about 3 a.m. when suddenly I saw a light ahead and realized that the gates were being opened. I girthed up hurriedly and rode down to the town. There I saw that there was some religious ceremony going on which necessitated opening the gates for the priests to come out and invoke aid against bandits.

Priests Frightened.

"So frightened were they to see me that three of them fell to the ground! I tried to quieten them saying "I am a good man"—for they divide us into two classes, white and red, good and bad, even in small places. I gave them my passport and letter of introduction to read and luckily one of the soldiers on guard could read. He saw all the chops of the towns through which I had already passed and cried "Good" and called another soldier to lead me to the hotel, where I stayed for three hours before starting off again."

All the soldiers and civilians Mr. Souvoroff met in the journey were kind and helpful, although he was somewhat incommoded by the crowds which gathered and could not understand the reason for his peculiar mode of travel. The hotel accommodation was quite good but once he had to sleep in field and twice in houses in Chinese villages. He met no bandits or robbers.

Almas a Little White Fellow.

The pony, a little white fellow, very fit in spite of his strenuous labours, did not catch cold in spite of his repeated immersions—between Quinsan and Shanghai on the return journey there were eighteen fords: his name, Almas in Russian, means Diamond. He had one slight mishap when he fell off a single stone bridge which slanted at an impossible angle even for a Manchurian pony, but as Mr. Souvoroff was leading him and expected the accident he did not take his master with him. On the whole Almas worked from eight to twelve hours daily, covering a distance of 700 miles in sixteen days, with a rider weighing 128 lb. and a total saddle weight of about 19lb. Almas is just an ordinary school pony and can be hired: he was chosen because he had not been too long in the school. "Not long enough to be spoiled by bad riding," as Mr. Souvoroff wistfully said. He looks perfectly fit to start out again to-morrow on a similar trip.

And his master? "I went through the Great War and the Russian Civil War," says Mr. Souvoroff, "But the hardest thing I have ever done was this trip to Nanking."—*N. C. Daily News.*

WOMAN ANGLER'S BIG CATCH.

RECORD HAUL OF 75 TARPON.

Fort Myers, Fa.—A quick thinking sportswoman, wise in the ways of deep water angling, Mrs. Graham L. Wilson, of Philadelphia, is credited here with the record for conquests in a single season's battles with Florida's gamest fish—the tarpon.

Mrs. Wilson is the ranking woman member of a small band of veteran fishermen who invade Florida each spring and summer in quest of tarpon. Fred Stone, stage star, joined the ranks of the silver scale anglers this year while recuperating from the injuries received in an airplane crash in 1928.

The greatest performance of Mrs. Wilson's piscatorial career was placed on the record books recently while she was visiting her island villa near here. In the three months beginning last April, 414 pounds of dynamite and bucking mule concealed beneath the scales of 76 tarpon, fought a losing fight against the slender line and springy pole held by the Philadelphia woman.

Twenty-six of the 76 fish weighed 100 pounds or more. The largest was exactly 145 pounds, and the smallest tarpon in the record catch weighed 35 pounds.

The 145-pounder battled Mrs. Wilson for an hour and 45 minutes, clearing the water seven times with its six-foot length in desperate effort to shake off her hook, before the nearly exhausted sportswoman brought her prize catch to gaff without assistance.

RAILWAYMEN GO TO SCHOOL.

TECHNICAL CLASSES FOR WORKERS.

The London and North Eastern Railway announce that arrangements have been made for a comprehensive scheme of education for their salaried staff during the coming autumn and winter months.

The scheme includes courses on technical subjects, such as train signaling and passenger and goods accounting, conducted by qualified members of the company's own staff, and the more advanced subjects of railway law, railway economics, railway operating and economic geography.

Universities' Help.

This secondary course is made possible by the co-operation of the Universities of London, Cambridge, Nottingham, Sheffield, Manchester, Leeds, Durham, Edinburgh, Glasgow, St. Andrews, and Aberdeen, under whose auspices classes are held at most of the important centres on the company's system.

These classes are optional, but every facility is given to encourage students to attend, in order to improve their knowledge of railway matters.

Last year more than 3,000 L.N.E.R. students took advantage of the courses.

SOME HOME 'SOCCER PROSPECTS.

THE "SPURS" HALF-BACK DOUBTS.

DERBY'S BANK OVERDRAFT AND READING'S STATUS.

SOUTHEND UNITED'S CHANCES.

With all the best intentions in the world, Tottenham Hotspur failed to set the Second Division alight last season; in fact, there were times when the drear shadow of the Third Division cast itself ominously over the classic premises of White Hart-lane. Definitely, it was not one of Tottenham's "years." But supporters of the North Londoners may gather consolation from the fact that their favourites finished far more satisfactorily than they began.

The 'Spurs' revival—if one may truly term it a revival—coincided with Harper's return to his native southern air. The ex-Blackburn centre forward is not a player of the pyrotechnical type who bangs six goals into the net on one Saturday. But he is a sound, consistent leader who thoroughly understands his job. It should be noted that in his eleven League appearances for the 'Spurs he notched eleven goals, while in the final of the London Challenge Cup he garnered another three. Fourteen goals in twelve games is good enough for any one.

Tottenham's failure to sail serenely back into the First Division at the first time of asking was disappointing, no doubt, to those behind the guns here. But there is no panic in the Hotspur camp. Only two new players—G. W. Cook, inside forward from Aston Villa, and T. Meads, left halfback from Reading—have been signed on, but Mr. Bert Minter has a number of promising colts developing under his tuition.

Substantial Offers.

"Reading have now the best class of players on their books since entering the Second Division," said Mr. Andrew Wylie, the manager of the club, in giving his opinion of their prospects for the present season. So far twenty-six players have been signed—thirteen of last season's men, and thirteen newcomers.

Ten of the new players have been obtained from clubs in the premier division of the League, and weaknesses appear to have been strengthened, both in defence and attack. Attention has been paid particularly to the vanguard in the choice of new players, for five of them are forwards, while four are halfbacks, three are backs, and one a goalkeeper.

The transfer of T. Meads to Tottenham Hotspur and W. Johnstone to the Arsenal during the close season, has occasioned comment, but it is realised that the club have made good use of substantial transfer fees by the securing of players. Some of these are regarded as excellent captures, particularly Pickering, from Huddersfield, and James, from West Bromwich Alion.

The process of elimination has reduced the number of Scotsmen on the club's list. Last year a complete team of "Northerners" could be placed in the field, but now only five Scotsmen remain on the books—all old players.

Satisfaction is generally expressed that, despite substantial offers from prominent clubs, Messer, Hunter, and Oswald have been retained. Messer is freely spoken of as a candidate for international honours during the season.

One First Division club offered Reading a sum running into thousands for their left wing pair, Hunder and Oswald, but they have been told that there is "nothing doing."

Many improvements have been effected at the Elm Park enclosure, which now includes a running track for the players. Additional work has been done on the terraces, and the directors have purchased an adjoining piece of ground, so that new entrances and exits may be made to facilitate the dealing with the large crowds.

To Carry On Unchanged.

All is as well as can be expected in the Derby County camp when allowance is made for financial stress. It was due rather to success in the transfer market than to good "gates" that the club did fairly well last season from a monetary point of view. With a load of debt round their necks—bank overdraft and debentures amount to £20,000— the directors have to proceed warily. That, coupled with the paucity of good men offered at a reasonable fee, is the reason why no new players have been acquired.

Something will have to be done in that direction, however, if a weakness at outside left is to be remedied. Mee has fully recovered from the attack of typhoid fever which kept him out of the team so long last season, but, Robson having failed to improve in form to the extent expected, an efficient substitute is still needed.

A forward change which will probably be made is the transfer of Bedford to the inside right position, with Bowers in the centre and Ruddy as second choice for that berth. If no fresh player has been signed on, neither has any old player been parted with during the close season.

All the thirty-two men are reported fit, and under Manager Jobey, and Trainer Laurie Edwards they are shaping sufficiently well to justify confidence that the campaign will prove profitable.

Owing to difficulty in securing delivery of materials, certain projected improvements on the ground have had to be deferred. It has been found possible, however, to comply with a demand for reserved accommodation for holders of the cheaper season tickets, and the playing pitch, which was in very poor condition, has been returfed.

There was recently a prospect of the club securing a new ground nearer the centre of the town, but the site proved too small for requirements.

Southend Hopeful.

Though Mr. E. L. Birnie, Southend United's secretary-manager, is a man of few words, and would not express any extravagant optimism with regard to his club's prospects for the coming season, he informed a Press representative that he had spent considerably more money this summer in securing new players than in previous years, and hoped for greater success.

Eleven of last season's players were retained in May, and, while fresh faces will be seen in the first team, Mr. Birnie has also contrived to get together a good side for the London Combination matches, which are popular at Southend.

No fewer than four of the newcomers have been transferred from Merthyr Town, among them T. McKenna, the Welsh club's late player-manager.

Season tickets are being issued for the new stand erected last winter, and also for boys at a reduced rate—a new departure for the club.

Rangers Satisfied.

Several new men will help Queen's Park Rangers to renew their struggle in the race to the Second Division. The Rangers made such strides last season that they kept a place in the first three practically all through the campaign, but two drawn games in the last two engagements, following a beating, meant a drop to the sixth position. Still, the Rangers, with fewer defeats than any other team, were only two points behind the leaders at the finish.

The ground has undergone alterations which make for more comfort and a better view for those who pay their shillings on the popular side.

The sturdy defensive work of Sweetman, who has moved to Millwall, will be missed, but Pierce will carry on at full back, and G. Wiles, of Sittingbourne, may become a sound partner. Cunningham is first choice for the position of goalkeeper, and a fine half-back line can be made up from such stalwarts as "Jock" McNab, Andy Neil, Cockburn, Eggleton, and Yates, lately acquired from the Villa.

Few qualms need be felt about the forwards. Goddard—second only to Rennie, of Luton, in the Third Division (Southern) 1927-28 goal scoring list—leads the line; Coward and Whatmore resume their flank positions, and that virile amateur, I. C. Burns, with the indefatigable Rounce, complete an attack capable of extending the best of defences.

If a change becomes necessary, there are new men in Moffatt (Walsall), H. Wiles (Sittingbourne), and Groome (Watford), who will not let the side down.

Norwich Enterprise.

Norwich City, who appointed a new manager in Mr. James Kerr formerly of Coventry and Walsall, only a few weeks before last season ended, have never shown more enterprise in team building.

They have signed, during the close season, players they believe will carry them to a higher position in the Third Division than the club has known for many years. New land, which was purchased last December, has been developed and before the season begins will be terraced, adding considerable accommodation on the popular side of the ground.

So far, only one goalkeeper, William Simpson of Boness, has been engaged, but another is expected soon. Two new backs have been signed to help, Hannah and Richmond, these are Robert Graham, from Luton, and Edward T. Bennett, who has been with Manchester City for three seasons.

Three transfers from Walsall, Mr. Kerr's previous club, include two half-backs, M. J. O'Brien, the Irish international pivot who was formerly with the "Canaries," and Douglas Lochhead, a left half-back.

(*Continued at foot of next column*).

LAWN TENNIS.

C.A.A. TOURNAMENT.

LIM BONG SO REACHES FINAL.

By defeating S. A. Rumjahn 8-10, 6-1, 6-2, and 6-0 in the semi-final of the Singles Championship in the Chinese Athletic Association tournament at the Stadium, North Point, yesterday, Lim Bong So earned the right to meet the winner of the Lo-Honda game, in the finals.

The game opened sensationally, the first set running to eighteen games before it went to the local man. Rumjahn had first service and took the game. It was apparent that both players were anxious to "run away" but that did not happen as the games were very closely fought out.

However, Lim soon settled down down and with Rumjahn falling off somewhat in the second set, he annexed it at 6-2. The local player appeared to be tiring, but made a big effort to pull through. He started off very well in the third set but after taking the first two games fell off again and lost the next twelve and with them the match.

A Careful Player.

Lim played a purely baseline game, and was very steady throughout, and although his backhand appeared to be rather weak he took no risks whatever.

It was one of Rumjahn's off-days. He made a gallant effort to recover lost ground in the third set, but the strain told on him and he finished up "all in."

TO-DAY'S GAME.

At the North Point Stadium today, M. W. Lo (holder of the Singles Championship) and T. Honda, the Japanese star, will meet in the other semi-final game.

Another half-back from the midlands is William Brown (Wolverhampton Wanderers). The Wolves turned down a big offer for him from Tottenham early last season, and he is regarded as a capture by Norwich.

Several additions to the forwards include another Walsall player, Norman Thompson, who was top scorer in their most successful season in the League. Another capture is J. W. Thompson, from Chelsea.

Youngsters Join the Dell.

Southampton finished fourth in the Second Division table last season, and just missed promotion owing to an unfortunate accident to Billy Haines, their clever centre forward. Mr. W. A. Hammock, the chairman, at the annual meeting, said: "We are out for another trial of strength, and hope to be successful. If it is possible by knowledge and team management to get a team together to win promotion to the First Division it will be done."

Mr. Arthur Chadwick, the manager, has been searching the country for likely youngsters, and Mr. George Goss, the secretary, said to me: "We have no money available to obtain stars, but we have secured some promising young players." One of the best captures is W. Fraser, an inside right from the Tank Corps. Then there is Watson, from Oldham, who will replace Murphy at outside left.

Southampton are well off for extreme left wingers, for they have Cribb and Arnold. Both did well last season, and Arnold, who is qualifying for Hampshire as a cricketer, was the shining light of last season's new men. Other newcomers are Wilfred Shakeshaft, from Shrewsbury, O. Littler, another centre, from Rochdale, described as a splendid shot, and an already sound defence has been strengthened by the acquisition of Albert Roberts, a promising left back from Ardsley. Brady, from Airdrieonians, Ryles, and Jewett are all new and capable wing halves.

Two of the retained players, Luckett and Stoddart, showed great promise, and it is pleasing to know that Vernon, who deputised so ably during the absence of Haines, and Rigger H. Coates will again be available. R. H. Weale, who was signed last season, will again appear at outside right, and among the other old hands retained are Albert Shelley, "Mike" Keeping, the captain, "Dick" Rowley, the Irish international, Jerry Mackie, Teddy Hough, George Harkus, Stan Woodhouse, J. Bradford, C. Thompson, and W. C. White.

The "Saints" have not had a finer goal-keeper than White since the days of Jack Robinson. He gave confidence to the defence, enabling the backs to do their own work, and so giving the half-backs more time to devote to their forwards.

(*Continued at foot of next column*).

The Dell is still being improved, and when the new east stand is completed Southampton will have one of the finest enclosures in the country.

West Ham Confident.

The best wish to express about West Ham Football Club for the forthcoming campaign is that cripples will not cause the constant changes in the eleven that became necessary last season. One cannot hazard a guess how many Hammers remained sound throughout the campaign, in which they finished sixth from the bottom; but Stanley Earle and Yews only missed one League engagement, and Watson, with thirty goals, stood out as the highest scorer. Ruffell maintained his ability to score from outside left, and earned his cap in all three internationals for the first time.

Barrett had his international career nipped in the bud, but found his form when his damaged knee got right later in the season. He remains the pivot on whom prosperity revolves at Boleyn Castle—and other League grounds—though West Ham did not live up to their peculiarity for doing better away than at home. Almost all the players of note will again come under the scrutiny of C. Paynter, the excellent trainer, but Tate, the goalkeeper, has gone to Doncaster Rovers.

Newcomers are J. Ball and J. Moran, two forwards from Bury. Ball has special ability as a sharpshooter. True to their liking for local amateur talent, the West Ham officials have persuaded A. A. Evans, the Barking Town outside right, to play nearer London. He gained an England amateur cap against Wales last February. About the same time S. W. St. Pier, one of the best amateur centre-halves, rose suddenly to fame, and with R. Wade, the capable full-back, helped to carry off the Amateur Cup after two years' possession by Leyton. Both these fine young players are now in the West Ham camp.

Curiously, the effort to strengthen the defence brought another Wade to Upton Park—"W. A.," of Preston North End—and maybe this new pair will be seen side by side in front of Hufton. Hodgson, Earl, and Norrington have not as yet supplied a satisfactory combined defence, no matter how efficient personally, but the recruits, with such capable half-backs as Collins, Barrett, and Cadwell, and the old set of forwards should ensure the presence of a thoroughly efficient side on all occasions.

WATER POLO

2 DRAWN GAMES PLAYED YESTERDAY.

K.O.S.B. "A" HOLD CHINESE.

(By "WATERMAN.")

At the V.R.C. bath last night, the Royal Navy drew with the King's Own Scottish Borderers' "B" team and the Chinese "B" drew with the Borderer's "A" team.

In the first match, both teams felt the absence of good forwards and a goalless draw indicates fairly the relative merits of the two teams. The draw between the Chinese "B" and the Borderers' senior team was not on merits, as the Chinese played a better game than the soldiers throughout.

K.O.S.B. "B" v. Royal Navy.

The Navy had much the better of things in the first half, but their forward line were slow in breaking away and consequently lost many good opportunities to score. In the second half the Borderers took the play into the sailors' territory, and looked as if they were going to do the trick by an odd goal, but the Navy backs held them off and the final whistle arrived with the score sheet blank.

Teams:—K.O.S.B. "B": Branch, Walker, Turner, Kendall, Champelier, Belm, Freeman.

Royal Navy: Hampton, Lake, Wadham, Davies, Bashford, Forman, Smith.

K.O.S.B. "A" v. Chinese "B."

The Chinese started in their usual impressive manner in their game against the K.O.S.B. senior, and it did not take long for the versatile Chinese forward, S. H. Wong to put the Chinese team two goals ahead. This he did in no uncertain manner, his goals beating the K.O.S.B. custodian all the way.

The soldiers livened up in the second half, however, and a goal came through Finlayson, and later Faulkner scored the equaliser. Finlayson put the soldiers ahead by a third goal, but it was apparent to all that the Chinese were by no means a beaten side, and Leung Shui Man soon drew level for the Chinese.

The fight for the winning goal towards the end of the game was carried on in grim earnest, the Chinese getting much the better of exchanges and were really unlucky to miss the goals on so many occasions.

Teams:—Chinese "B": Ip Kun Im, Sung Iu Tak, Fung Kwok Wa, Kwok Fung Sun, Wong Sion Hing and Teo Soon Wan.

K.O.S.B. "A": Westland, MacIntosh, Faulkner, Wilson, Finlayson, Wilson and Bowden.

Mr. Weyman refereed both games.

U.S. BASEBALL.

CHICAGO BEATEN BY PHILLIES.

NEW YORK, September 12.

Chicago's winning streak in the National League was interrupted to-day when the Phillies administered a 7-1 trimming, but with a percentage of .679 as compared with the .569 of the Pirate runners-up, the Cubs had nothing to lose sleep over.

The following are the detailed results of the games:—

American League.

Clubs.	R.	H.	E.
Detroit	2	9	3
Boston	1	8	2
St. Louis	2	8	1
New York	5	11	1
Chicago	3	11	4
Philadelphia	4	10	1
Cleveland	5	13	1
Washington	7	7	1

National League.

New York	8	11	0
Pittsburgh	5	12	2
Brooklyn	2	5	2
Cincinnati	3	12	0
Philadelphia	7	11	0
Chicago	1	7	1

American League.

Clubs.	W.	L.	Pct.
Philadelphia	94	42	.691
New York	78	57	.577
Cleveland	71	62	.534
St. Louis	70	65	.518
Detroit	63	73	.463
Washington	61	73	.455
Chicago	53	80	.398
Boston	50	88	.362

National League.

Clubs.	W.	L.	Pct.
Chicago	91	43	.679
Pittsburgh	78	59	.569
New York	73	61	.545
St. Louis	66	66	.500
Brooklyn	61	74	.451
Philadelphia	61	74	.451
Cincinnati	57	77	.425
Boston	51	82	.383

MAKING GOOD AMERICANS.

HUMBLE LIFE FILM AT THE QUEEN'S.

"Heart of a Nation," showing at the Queen's Theatre to-day is something of an educational film and should be of great interest to all students of American psychology and sociology. It depicts how the United States takes to its heart the aliens who used to fly to her (in pre-quota days) from less happy lands, and turns them into loyal sons of the land of the Star Spangled Banner. There are some amusing scenes between the younger and older generations of three families, Italian, German and Russian who have settled in the poorer part of New York. We are shown their little quarrels and reconciliations and then we have glimpses of the old people gamely attending a night school and being taught appropriate uplift by a very tactful young schoolmaster.

The war casts its shadows, and one lad is killed in saving the life of his sister's aristocratic fiance. We then have a charming version of the cinderella story as enacted in democratic America. Acting and photography are good and it all moves in the slow and steady manner of the American working class drama as presented here periodically by the Wilbur players.

Hong Kong cinema audiences have a very detailed knowledge of all phases of American life, and some idea of Ruritania. England remains the unknown country and was not "the Flag Lieutenant," the last English film to be shown here?

The programme also includes an Our Gang film, which is always good fun, and some Felix adventures.

R.B.

LAWN BOWLS.

INTERPORT PRACTICE TO-DAY.

SPEY CUP PROGRESS.

Club Secretaries are requested to expedite their matches in the Spey Cup series.

On the K.B.G.C. ground yesterday, Kowloon Dock eliminated the Police by winning 21-11. They next play Club de Recreio and the winner will meet Taikoo in the last meeting before the semi-final.

In the lower half, Craigengower play Kowloon B.G.C., and the winner meets Civil Service for the other semi-finalist.

Electric R.C., the Yacht Club, Kowloon C.C., and the Police are now out of the competition.

An Inter-port practice game has been arranged to take place on the Civil Service Club green at 4.30 p.m. to-day.

The teams will be:—

1. J. Laing	1. F. Cullen
2. R. Basa	2. W. Mair
3. A. W. Grimmitt	3. U. Omar
4. J. Ferguson	4. S. Gray

FORBES RUSSELL CO.

"THE PATSY."

There was not a very good house at the Theatre Royal last night when the Forbes Russell Company produced "The Patsy." It is a typical American domestic play, quite innocuous, mainly about people quarrelling, and with hardly any action. It is a pity the Forbes Russell Company is not putting on better plays and English plays. We do not necessarily mean "high-brow stuff," but the efficient type of English crook or society play such as Noel Coward, Lonsdale and Edgar Wallace are turning out. The Banyard Company filled the Star Theatre, Kowloon, by such productions.

If the royalties are too heavy why not the plays of Pinero, Conan Doyle and Wilde, whose works are a never failing draw? Actually the Second Mrs. Tanqueray does appear on Thursday, but it is disappointing that an English Company of real competence has gone in for rather poor translations from the French and German and American successes, which very seldom come off with British audiences.

HOME FOOTBALL.

WEST HAM LOSE AT HOME.

[THROUGH REUTER'S AGENCY.]

LONDON, Sept. 16.

Results of football matches played to-day were as follows:—

Division I.

Blackburn	4	Newcastle	2
Huddersfield	3	Liverpool	0
Leeds	2	Everton	1
West Ham	0	Birmingham	1

Division II.

Cardiff	3	Notts County	0
Hull	2	Southampton	0
Millwall	1	Bradford	2
Oldham	3	Barnsley	2
Swansea	0	Reading	1

Division III. (South).

Clapton O.	1	Brentford	1
Luton	2	Gillingham	0
Norwich	3	Walsall	0
Queen's P.R.	0	Fulham	0
Southend	1	Northampton	2
Swindon	1	Coventry	1

Division III. (North).

Halifax	2	Doncaster	0
Lincoln	3	Port Vale	2

MINDANAO BEAT JAPANESE.

YESTERDAY'S GAME AT NAVY FIELD.

In a six-inning set-to at the Navy Field, Caroline Hill, the ball team from the U.S.S. Mindanao beat the Japanese Baseball Club 4-1. The Japanese opened the scoring in the second inning but in the third stanza, Carter socked a three-bagger, scoring two ahead and a further two in the same frame gave them a 4-1 lead which they held till the end of the game.

CHINESE AT PRACTICE.

Some of the Chinese baseballers were again at practice in their own field at Caroline Hill and it is evident that they are leaving nothing to chance in their attempt to re-capture the shield.

On Wednesday, September 25, the Japanese will again cross bats with the Mindanao. The game is scheduled to go seven innings and will start at 4.30 p.m.

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UNITED STATES LOOKING FOR "CHAMPS."

GOOD CLASS BOXERS BADLY NEEDED.

FOREIGNERS CHALLENGING FOR ALL TITLES.

GERMAN HEAVYWEIGHT'S THREAT.

New York.—United States supremacy in boxing is seriously being threatened by the horde of foreigners who are flocking to these shores to get a finger in the "big dough pie." Scarcely a week goes by but that some new outstanding challenger arrives from a foreign port.

In every division of boxing may be seen the names of foreigners who are well on the top of the list and making serious threats for the titles in their respective class.

Foremost among the foreign invaders is Max Schmeling, German heavyweight who recently defeated Paulino Uzcudun in fifteen rounds at the Yankee Stadium, New York. Schmeling, although now suspended by the New York State Athletic Commission for failing to fulfill a contract for his services held by Humbert Fugazy still is the leading heavyweight threat. It is hoped by all boxing fans that the ban on Schmeling may soon be lifted as the German is one of the greatest box office attractions that could possibly be offered on an Autumn boxing show.

Some Top-Notchers.

Victorio Campolo, Argentine heavyweight; Tom Heeney, New Zealander who is making an attempt at a comeback; Otto Von Porat, Norwegian battler who recently scored a knockout victory over K. O. Christner of Ohio; Paulino Uzcudun, who will make a valiant attempt to return to his old form; Ricardo Bertazzolo, Italian heavyweight who has made a good showing in his few starts here; Salvatore Ruggerillo, another Italian who knocked out Mike Sankovitch, vulnerable Polish scrapper, in his United States debut; Dr. Ludwig Haymann, a German fighter who is being hailed as another Max Schmeling are but a few of the top notchers in the heavyweight class who are not Americans.

The light-heavyweight class is one that has not felt the foreign invasion as keenly as the heavyweight. Many are of the opinion that with the retirement of Tommy Loughran, former light-heavyweight champion, to the heavyweight class, the foreign as well as the domestic invasion of that class will soon begin. There are really no foreign or domestic light-heavyweights who at the present time can come within a shot at the light-heavyweight championship.

The middleweight class has few noteworthy foreigners in it with the exception of one—Rene De Vos who is considered second only to the champion, Mickey Walker. De Vos has been fighting in this country for quite some time. He is a Belgian. Promoters are trying to get Walker to defend his title against Rene but Mickey is somewhat reluctant about staking his title in a bout with the popular Belgian.

Welterweights as Well.

The welterweight division, like the light heavyweight, has no outstanding foreign invader. The one explanation offered for this has been the unwillingness of Joe Dundee, former welterweight champion, to defend his crown. With the champion's inactivity, interest has lagged in this class. Then along came Jackie Fields of California and defeated Dundee the latter part of July and the welterweight title finally changed hands. Many are hoping that the new champion will prove more active than Dundee thereby awakening a new interest in the class that has produced some of the best fighters that ever stepped into the squared ring. Hilario Martinez of Spain and Arthur Shackels of Belgium are the best known foreigners in the welterweight division.

The lightweight division is now beginning to feel the effects of foreign invaders. Among the group of formidable contenders for Sammy Mandell's lightweight title are Luis Vincintini, Chilean lightweight; Lope Tenorio, Philippine scrapper who has always pleased New York fight fans with his aggressiveness; Hubert Gillis, Belgian lightweight who is just beginning to show his ability; and Gaston Le Cardre, French fighter of whom big things are expected.

The junior welterweight division, although not recognized as an official world's title, is producing some excellent foreign fighters. Jack "Kid" Berg, London Limehouse District battler, recently defeated Mushy Callahan, the junior-welterweight champion in a one-sided contest at Ebbets Field. The fight was over the weight limit of the junior-welterweight class so Callahan continues to reign as champion. Efforts are being made to rematch them, this time in a titular bout and boxing experts are predicting a new junior-welterweight champion—the smiling, happy go lucky lad from London.

Junior Lightweights.

Stanislaus Loayaza of Chile, who recently held Berg to a ten-round draw in one of the fiercest and bloodiest battles that has been seen in these parts in some time, is also a leading junior welterweight.

The junior-lightweight division, of which Tod Morgan is champion, is also another title that is not recognised internationally. This is one of the reasons the foreign invasion in its ranks has not been so large. Ignacio Fernandez of the Philippines, Sylvio Mirealt of Canada, Joe "Kid" Nieves of Porto Rico, Alf Ros of Spain and Ascension Ramerez of Mexico are the best known foreigners in this division.

The featherweight division rivals the heavyweight in having a great number of foreign title aspirants in its ranks. The champion is Andre Routis of France. Routis was recently knocked out by Al Singer of New York in the second round of an over-the-weight contest at Ebbets Field. Singer and Routis will in all probability be rematched and predictions are being made that little Al Singer of the Bronx will be the next world's featherweight champion.

And the Flyweights.

Kid Chocolate, plucky Cuban, ranks highest in the featherweight class as being the leading foreign attraction. His presence on a boxing card attracts the fans to attend like a magnet draws a piece of steel toward it. He is one of the most popular fighters in New York City. If efforts to match Singer with Routis fail, Humbert J. Fugazy will attempt to have Chocolate meet Al some time in August, the winner to meet Boutis for the title. Fans are hopeful that the latter plan goes through as they are anxious to see the plucky Cuban cross gloves with the game Al Singer.

Antonio Ansencion, Spanish glove tosser, Santiago Zorilla of Cuba, Kid La Rosa also of Cuba and Marcel Thil of France are the remaining leading foreign featherweight contenders.

The National Boxing Association's recognized champion—Al Brown is from Panama. He is not legally recognized as the world's bantamweight champion but only by the National Association. Vidy Gregorio Spanish bantam, who Brown recently defeated in fifteen rounds, Emile Pladner of France, Pete Sanstol of Norway, Kid Francis of Italy, Young Nationalista of the Philippines, San Sanchez of Mexico and Teddy Balduck of England are but a few of the host of foreign invaders now fighting in the bantamweight ranks.

The flyweight division is in such a muddle as to who is champion that interest in this division has lagged. Corporal Izzy Schwartz is recognized by the New York State Athletic Commission as their flyweight champion. Efforts are being made to match Schwartz with Black flyweight championship in a title bout. Frenchy Belanger, Canada; Speedy Dado, Filipino; and Blas Rodriguez of Cuba are some of the leading foreign flyweights.

THE PRICE OF A BOY.

DECIDED BY SWISS FEDERAL COURT.

The Swiss Federal Court at Lausanne has just had to settle the delicate question of the "marketable value" of a ten-year-old boy, who had been knocked down and killed by a motor-car.

Besides the sum of forty pounds granted to him by the Court, his father asked for a further indemnity on the ground that his son would have been able to assist him in his old age. After very complicated calculations and with due consideration to all future possibilities and probabilities, the Court allowed him a grant of ten francs a month from his sixtieth year onward. The present value of his old-age pension was fixed at 380 francs.

RAFFLES COLLEGE.

CHINESE SUPPORTING THE CLIFFORD FUND.

IPOH, Sept. 5.

The Chinese community of Taiping held a meeting with the object of giving support to Sir Hugh Clifford's appeal for Raffles College.

It was decided to take steps to solicit contributions from members of the community and the first day's contributions amounted to $1,000.

Over 12 guilds have promised to subscribe. It is believed that a substantial sum will be collected soon. The success of the meeting was largely due to the efforts of Dr. Saw Ah Choy and Mr. Lim Sam Kip, who are Justices of the Peace at Taiping.

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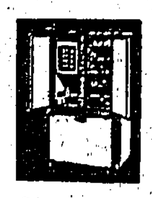
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COURT AUDIENCE OF JUDGES.

AMERICA LEARNING FROM ENGLAND.

LESSON IN SPEED.

The Lord Chief Justice (Lord Hewart), Mr. Justice Avory, and Mr. Justice Branson, in scarlet robes and wigs, presided over the business of the Court of Criminal Appeal recently in front of a professional audience of fifty American judges and barristers.

"Speed," said Mr. Robert Alexander Hefner, justice of the Supreme Court of Oklahoma, "is something you folks understand. You chaps got through more work there this morning than we could do in a week."

Lord Hewart, in the great red-leather armchair, sat between his brother judges. Mr. Justice Avory was on his right and Mr. Justice Branson on his left, peering out from under white bushy eyebrows. He rose from his seat from time to time to hold a dignified, whispered, three-cornered consultation.

Row upon row of judges and lawyers from the United States sat before them, some making notes, others almost statuesque in wrapt attention, following every move, every stage of procedure, every word, as the business of the court went on.

Four English prototypes of the American car bandits stood in the dock between two warders to hear the result of their appeal against a sentence of three years' penal servitude.

Nineteen Burglaries.

"These men," said Lord Hewart, slowly, reading from papers before him, "have committed nineteen burglaries between May 25 and June 1. The sentence is important, for in each case they used a motor-car—a rapidly growing form of crime that is a definite menace."

He dealt with each man in turn. The youngest, a youth of nineteen, was sent to Borstal for three years instead of to prison.

"The length of time this young man remains there will depend entirely on himself. In any case, it cannot be longer than three years."

The next, a young man of twenty-three, had his penal sentence reduced to twelve months' imprisonment. The third was sentenced to fifteen months with hard labour. The sentence of the last man, thirty-five years of age, who was called "the ringleader," was allowed to stand.

"Thus, these four men will be released at different times," said Lord Hewart, "a thing that is desirable."

The appeal was over in ten minutes, and the next man, an habitual criminal, who had spent more than forty of his sixty years of life in prison, came before the court.

"Where You Beat Us."

"That's where you beat us," said Judge Hefner from Oklahoma. "That gang started work at the end of May. They were arrested at the beginning of June, tried, convicted, sentenced, and the appeal is over in July.

"Why," he said, with obvious wonder, "it would take us three years."

There was no doubt that the judges sitting on appeal were fully aware of their audience and their keen examination of every stage of the court procedure. Rarely has a court been so quiet, seldom has there been so little delay, and no court has ever looked more awesome and more colourful.

"We do not use gowns and wigs out in Oklahoma," said Judge Hefner, "but they sure look fine. I like the way the attorneys are drssed, too.

"We gotta change out there, and I want to learn how you people manage things the way you do."

The party of American judges and barristers will spend some time in England studying the procedure of English courts. They will visit France and Italy as well. All of them come from seven States in the Middle West of America.

"When we go back," one of them said, "we've got something to tell those folks at home."

OWEN SOUND ELEVATOR.

2,000,000-BUSHEL EXTENSION.

["D.P." Special Service.]

Owen Sound, Ont.—The Great Lakes Elevator Company, Limited, is doubling the capacity of the Owen Sound elevator, to 4,000,000 bushels at a cost of $400,000. The new addition, it is pointed out, is to be ready for shipment of grain in the fall, work commencing almost immediately.

Owen Sound's bid for a share in the grain handling business of the Great Lakes has already been productive of splendid results as it is stated that the first two units of the elevator handled over 12,000,000 bushels of grain last year. These were built at a cost of $700,000 largely financed locally, the directors and officers of the company all being Owen Sound men.

Money and Markets

CHILEAN PROGRESS.

REMARKABLE DEVELOPMENT.

To-day (September 18) is the 19th anniversary of the independence of the Chilean Republic, and an appropriate occasion to review the present financial and industrial condition of the country.

Mainly owing to the energetic action of the Government of President Ibanez, the financial and economic position of Chile shows a great improvement, and there is every indication that the progress made in 1928 will this year not only be maintained, but be considerably augmented as the reforms introduced by the Government make their influence fully felt.

The improvement effected in the financial position alone is remarkable. Whereas for several years previously Government expenditure exceeded income, sometimes by very considerable amounts, last year there was a favourable balance of about £1,000,000—nearly double the amount anticipated by the Finance Minister when he framed his Budget estimates for 1928. This year it is calculated the revenue will be £27,575,000 and expenditure £26,775,000, the Minister of Finance anticipating a surplus of £1,300,000.

Prosperity Reviewed.

The improved financial position has had an important influence on the economic situation in Chile. That, together with the reforms imtiated by the Government and revival of the nitrate industry, has brought about the dawn of an era of prosperity such as the country has not known for many years past. A general feeling of confidence is felt in commercial and industrial circles; trade generally has improved and there is every indication that it will continue to make headway.

That there is ground for the assumption that the progress made last year will continue is shown by the fact that Customs returns for the first month of 1929 showed receipts totalling £1,950,000,000, as compared with £1,265,000 for the corresponding period of 1928. Import duties very considerably increased to £725,018, as compared with £474,000 in January of last year. Deposits in commercial banks have increased to over £7,500,000 while those in savings banks have been augmented from £4,900,000 in 1927 to £5,025,000 in 1928. The value of real estate in Chile has increased to just over £350,000,000.

This year the Chilean Government is spending £5,625,000 on the carrying out of a public works programme, the money being obtained by a series of loans to be raised in London, New York and in Chile. The internal loan for £625,000 has just been floated, and was many times over-subscribed. Of the £5,625,000 to be disbursed, £1,730,000 will be expended on sundry projects, including road making; £1,632,000 on port works, £1,175,000 on buildings, £625,000 on railways and £450,000 on irrigation works.

Key Industries.

Of the key industries of Chile, mining made substantial progress during last year, especially copper. The high price of this metal, lately prevailing, led to a great stimulus of production and Chile's part in supplying the world with copper established a record, the total production in 1928 being 270,000 tons, 30 per cent. more than had ever been produced previously. The coal industry is in a less favourable position than any other business in Chile in spite of the facts that recently a heavy tax was imposed on imported fuel. Production declined last year and is still on the downward grade.

Agriculture, the leading industry of the country, is making a very substantial advance. During the season 1928-29 the area devoted to wheat was augmented by 29.27 per cent. The total area of land under cereal cultivation in Chile has increased during the past twelve months by about 40 per cent. Under Government auspices an agricultural bank began to function a few months ago and has already made advances to agriculturists totalling £1,400,000. The bank lends money up to 65 per cent. of the value of rural property for a term not exceeding five years, the loans to be used for farm improvement, the purchase of live stock or of farm equipment.

The Government is also paying special attention to the irrigation of farms lands, and have on hand schemes involving a total outlay of £4,000,000. The Ministry of Agriculture is also establishing eight agricultural experimental stations at a total cost of £50,000. In Southern Chile this season farmers commenced the extensive cultivation of hemp, the seed being provided by the Government, which is also giving encouragement to the growing of flax and sugar beet on a considerable scale.

The unemployment difficulty brought about by the decline of the nitrate industry about a couple of years ago has now not only been got over, owing to the augmented activity of nearly all branches of industry, but there is an increasing shortage of labour, and the situation promises to become acute during this year as the Government's public works programme is developed. It may be mentioned that many of the men have been absorbed in other industries, and are being replaced by labourers from Peru.

A READER'S APPRECIATION.

The following letter was received last week from a grateful reader:—

"Dear Kufan,—I beg to inform you that I have found your advice extremely valuable and helpful, and consequently I am very thankful to you."

AMERICAN CAN CO.

TO SPEND $1,000,000 ON FACTORY.

["D.P." Special Service.]

Simcoe, Ont.—Construction is expected to start within 30 days on a new factory to be erected here for the American Can Company. It is reported that it will cost $1,000,000 and employ 200 people. The initial step was taken when the town council approved an agreement between the Board of Education and the company for the purchase by the latter of the Old Central school property.

Plans for the new factory follow the recent acquisition by American Can of the Canadian Canners can plant at Simcoe.

CANTON SILK REVIVAL.

EXPORT FIGURES FOR 19 MONTHS.

[FROM OUR OWN CORRESPONDENT.]

CANTON, September 17.

After being for several years on the decline the silk industry of Kwangtung is again thriving. The industry appears to be on its way towards regaining its former prestige and its world markets—thanks to the Kwangtung Bureau for the Improvement of Silk and the encouragement and the help of the Government. Through the Bureau, which is in Lingnan University, many improvements have been introduced. The silk worm rearers have been taught to use only disease-free eggs, such as those supplied by the Government Bureau. Huge quantities of pamphlets containing directions for raising raw silk of the best quality have been distributed to people engaged in the industry and these efforts of the government have gradually borne fruit as shown by the following data of the export of raw silk from Kwangtung during 1928 and the first 8 months of the present year:—

The number of bales exported abroad:—

Month.	1928.	1929.
January	4,638	?
February	3,694	3,179
March	4,707	4,549
April	4,212	4,350
May	5,568	7,832
June	6,009	7,940
July	5,068	3,383
August	6,556	9,196
September	6,033	*
October	4,597	*
November	2,733	*
December	4,108	*
Total	59,920	

* Not yet available.

Recent buyers have largely been Americans. The New York manufacturers alone bought 4,852 bales of raw silk from Canton during last May. The next biggest buyer is France. The amount of raw silk purchased by England is insignificant as compared with the United States and France.

DAILY SHARE QUOTATIONS.

HONG KONG STOCK EXCHANGE. Buyers	Sellers	Sales	Nominal	TUESDAY, SEPT. 17.	SHAREBROKERS' ASSOCIATION. Buyers	Sellers	Sales	Nominal
				Banks				
$1,230	...	$1,235	...	H.K. Banks	...	...	$1,235	...
...	...	...	£129	Do. (London)	...	...	...	...
£20½	...	...	...	Chartered Banks	...	...	...	£19½
...	...	...	£32½	Mercantile Bks. "A"	...	...	...	£34½
...	...	...	£15½	Do. "C"	...	...	...	£15
...	...	...	$90½	Bank of East Asia	...	...	...	$90
				Insurances				
...	...	...	$630	Canton Ins.	...	...	...	$630
...	...	...	$2	Underwriters	$1.90	...	...	...
T160	...	...	...	North China	...	...	...	T160
$340	...	...	...	Union Ins.	$337	...	$338	...
...	...	...	$50	Yangtsze Ins.	...	...	...	$60
$310	...	...	...	China Fires	$310	...	...	...
$750	...	...		H.K. Fires	$750	...	...	...
				Shipping				
	...	...	$27½	Douglases	$25	$28	...	...
$25	...		...	Steamboats	...	...		$24½
...	$46	...	...	Indos (pref.)	...	...	...	$50
...	$70	...	...	Do. (def.)	...	...	...	$90
...	...	...	100/-	Shell Transports	100/-	...	...	...
...	$23	...	...	Water-boats	...	$21½	...	...
				Mining				
$3.35	...	...	...	Benquets	...	...	...	...
...	...	...	62/6	Kailans	...	...	...	63/6
...	...	...	T.14	Langkats (comb.)	...	...	...	T15
...	...	...	T.9½	Do. (single)	...	...	...	T9
...	...	...	T1.40	Explorations	...	...	...	T1½
...	...	...	T.4½	Shanghai Loans	...	...	...	T4½
...	...	...	$9½	Raubs	...	...	...	$9½
21/-	...	...	...	Tronoh Mines	...	...	...	18/-
				Docks, Wharves, Godowns, etc.				
$130	...	...	...	H.K. & K. Wharfs	$129	...	...	...
$4.45	$460	...	...	Providents	$4½	...	$4.55	...
$32½	...	...	...	H.K. Docks	$32½	...	...	...
T.145	...	...	...	Shanghai Docks	T150	...	...	...
T7.90	...	...	...	New Engineerings	T8.10	...	...	...
...	...		T.181	Hongkews	...	...	...	...
				Cotton Mills				
...	...	$21½/	22½*	Ewos	$22	...	$22	...
T.102	...	...	...	S'hai. C'tons (old)	T.101	...	...	...
T.70	...	...		Do. (new)	T.72	...	...	...
T.13	...	...	...	Zoong Sings	T.13	...	...	...
*Sales	to	S'hai.						
				Lands, Hotels and Buildings				
$9.15	...	...	...	H.K. & S. Hotels	$9.20	...	...	...
$61½	...	...	...	H.K. Lands	$61	$62	...	...
T.160	...	...	...	Shanghai Lands	...	...	...	...
$7½	$8	...	...	H.K. Realtys	...	...	...	$8
$14.10	...	...	...	Humphreys	$14.20	...	...	...
...	$98	...	...	Chinese Estates	...	...	...	...
				Public Utilities				
$18.10	$18.35	...	...	Tramways	$18.10	...	...	...
...	$11.80	...	...	Peak Trams (old)	$11½	...	...	...
...	...	...	$6.05	Do. (new)	$5½	...	...	...
$66½	...	...	...	Star Ferries	$66½	...	...	...
$13	...	$12.80	...	C. Lights (old)	$13.10	...	$12¼	...
$12½	...	...	...	Do. (new)	$12.95	...	...	...
$62	...	$62½	...	H.K. Electrics	$61¼	...	$63/4	...
$23	...	...	...	Macao do.	...	...	...	...
...	$2½	...	...	Sandakan Lights	...	...	...	...
$7	...	...	...	Telephones	$7	...	...	...
T.15	...	...	...	China Buses	...	...	...	...
	11/-	...	...	Tractions	9/-	...	...	...
20/-	...	...	...	Do. (pref.)	...	...	...	...
				Industrials				
$2½	...	...	...	Canton Ices	$2¼	...	...	...
$9.40	...	...	...	Cements (comb.)	$9.25	...	...	...
$7.70	...	...	...	Do. (old)	$7.75	...	...	...
$1¼	...	...	...	Do. (new)	$1.60	...	...	...
$7.10	...	...	...	Ropes	$7	...	...	...
...	$0.95	...	...	China Sugars	...	...	...	...
...	...	...	$27	Malabon Sugars	...	...	...	$29
$5	...	...	...	United Asbestos	...	...	...	...
				Miscellaneous				
...	...	...	$19.90	Dairy Farms	...	...	...	$20.10
...	...	...	$0.80	Der A. Wings	...	...	...	$0.50
...	$25½	...	...	Amusements	...	...	...	$26½
...	$1.40	...	...	Constructions	...	...	...	$1½
...	...	...	$1¼	Lane Crawfords	$1¼	...	...	...
$18	...	...	...	Mackintoshs	...	...	...	...
...	...	...	...	Nanyang Tobacco	$4	...	...	...
...	...	...	$12	Sinceres (old)	$10	...	...	...
...	...	...	...	Do. (new)	$9½	...	...	...
$11.90	...	...	...	Watsons	...	...	...	$12
...	$2¼	...	...	Wm. Powells	...	...	...	$3¼
...	...	...	64½%	B. Ind. G.8 Bonds	...	...	...	62%
...	64%	prem.	...	H.K. Govt. Loan	$107	...	...	...
T.11	...	...	...	Caldbeck (ord.)	...	...	...	...
T.10	...	...	...	Macgregor (pref.)	...	...	...	...

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Haining, Douglas, Sept. 20.
Tjimanoek, J.C.J.L., Sept. 20.
Anhui, B. & S., Sept. 22.
Namsang, Jardine's, Sept. 22.
Haiyang, Douglas, Sept. 24.
Chenan, B. & S., Sept. 25.
Kumsang, Jardine's, Sept. 25.
Tjikembang, J.C.J.L., Sept. 27.
Anking, B. & S., Sept. 30.
Talamba, B.I., Oct. 1.
Yuensang, Jardine's, Oct. 1.
Tjileboet, J.C.J.L., Oct. 5.
Tjikarang, J.C.J.L., Oct. 7.
Takada, B.I., Oct. 7.
Suisang, Jardine's, Oct. 13.

ANTWERP.

Kitano Maru, N.Y.K., Sept. 21.
Asia, Manners, Sept. 23.
Hector, B.F., Oct. 2.
Haruna Maru, N.Y.K., Oct. 5.
Karmala, P. & O., Oct. 12.
Menelaus, B.F., Oct. 15.

AUSTRALIAN PORTS.

Tango Maru, N.Y.K., Sept. 25.
Calulu, Dodwell's, Sept. 27.
St. Albans, E. & A., Oct. 4.
Changte, B. & S., Oct. 19.

BALTIC PORTS.

Asia, Manners, Sept. 23.

BALTIMORE.

City of Norwich, Bank, Oct. 6.

BANGKOK.

Kiungchow, B. & S., Sept. 19.
Hirundo, Thoresen, Sept. 22.
Kiangsu, B. & S., Sept. 22.
Kweiyang, B. & S., Sept. 25.
Kaying, B. & S., Sept. 29.
Hiram, Thoresen, Sept. 30.

BELAWAN DELI.

Coblenz, Melchers, Sept. 20.
Cremer, J.C.J.L., Sept. 26.
Franken, Melchers, Oct. 11.

BOMBAY.

Tottori Maru, N.Y.K., Sept. 27.
Mantua, P. & O., Sept. 28.
Awa Maru, N.Y.K., Oct. 11.
Mirzapore, P. & O., Oct. 16.

BOSTON.

Pres. Polk, Dollar, Sept. 22.
Cingalese Prince, Furness, Sept. 26.
Toba Maru, N.Y.K., Oct. 1.
City of Norwich, Bank, Oct. 6.
Pres. Adams, Dollar, Oct. 6.
Imperial Prince, Furness, Oct. 10.
Lisbon Maru, N.Y.K., Oct. 11.

BREMEN.

Coblenz, Melchers, Sept. 20.
Asia, Manners, Sept. 23.
Franken, Melchers Oct. 11.

BRINDISI.

Duchessa d'Aosta, Dodwell's, Oct. 5.
Esquilino D'well's, Oct. 15.

CALCUTTA.

Hosang, Jardine's, Sept. 26.
Kutsang, Jardine's, Oct. 4.
Genoa Maru, N.Y.K., Oct. 9.
Tilawa, B.I., Oct. 9.

CEBU.

Tacoma, S.S.S., Sept. 18.
Iowa, S.S.S., Sept. 19.
G'den, Dragon, S.S.S., Sept. 30.
Kentucky, S.S.S., Oct. 2.

CHEFOO.

Huichow, B. & S., Sept. 18.
Kueichow, B. & S., Sept. 19.

COLOMBO.

Coblenz, Melchers, Sept. 20.
Burgenland, Jebsen, Sept. 21.
Kitano Maru, N.Y.K., Sept. 21.
Pres. Polk, Dollar, Sept. 22.
Sphinx, M.M., Sept. 24.
Tottori Maru, N.Y.K., Sept. 27.
Mantua, P. & O., Sept. 28.
Glenapp, Jardine's, Oct. 2.
Duchessa d'Aosta, Dodwell's, Oct. 5.
Haruna Maru, N.Y.K., Oct. 5.
Pres. Adams, Dollar, Oct. 6.
Angers, M. & M., Oct. 8.
Preussen, Jebsen, Oct. 8.
Awa Maru, N.Y.K., Oct. 11.
Franken, Melchers, Oct. 11.
Karmala, P. & O., Oct. 12.
Esquilino D'well's, Oct. 15.
Mirzapore, P. & O., Oct. 16.
Vogtland, Jebsen, Oct. 16.
Glenshiel, Jardine's, Oct. 17.

COPENHAGEN.

Asia, Manners, Sept. 23.

DALNY.

Liangchow, B. & S., Sept. 18.
Vogtland, Jebsen, Sept. 18.
Bloemfontein, Bank, Sept. 19.
Aeneas, B.F., Sept. 21.
Fulda, Melchers, Sept. 24.
Chenan, B. & S., Sept. 25.
Duisburg, Jebsen, Sept. 27.

DUTCH PORTS.

Coblenz, Melchers, Sept. 20.
Burgenland, Jebsen, Sept. 21.
Kitano Maru, N.Y.K., Sept. 21.
Asia, Manners, Sept. 23.
Glenapp, Jardine's, Oct. 2.
Hector, B.F., Oct. 2.
Haruna Maru, N.Y.K., Oct. 5.
Preussen, Jebsen, Oct. 8.
City of Pekin, Bank, Oct. 9.
Franken, Melchers, Oct. 11.
Karmala, P. & O., Oct. 12.
Vogtland, Jebsen, Oct. 16.
Glenshiel, Jardine's, Oct. 17.

FOOCHOW.

Huichow, B. & S., Sept. 18.
Haining, Douglas, Sept. 20.
Ningpo, B. & S., Sept. 20.
Haiyang, Douglas, Sept. 24.

GENOA.

Coblenz, Melchers, Sept. 20.
Lyons Maru, N.Y.K., Sept. 20.
Burgenland, Jebsen, Sept. 21.
Pres. Polk, Dollar, Sept. 22.
Pres. Adams, Dollar, Oct. 6.
Preussen, Jebsen, Oct. 8.
Vogtland, Jebsen, Oct. 16.

GLASGOW.

Hector, B.F., Oct. 2.

GOTHENBURG.

Asia, Manners, Sept. 23.

HAIPHONG AND HOIHOW.

Canton, M.M., Sept. 18.
Kiungchow, B. & S., Sept. 19.
Chengtu B. & S., Sept. 20.
Tonkin, M.M., Sept. 24.
Kweiyang, B. & S., Sept. 25.

HAMBURG.

Coblenz, Melchers, Sept. 20.
Burgenland, Jebsen, Sept. 21.
Asia, Manners, Sept. 23.
Glenapp, Jardine's, Oct. 2.
Preussen, Jebsen, Oct. 8.
City of Pekin, Bank, Oct. 9.
Franken, Melchers, Oct. 11.
Menelaus, B.F., Oct. 15.
Glenshiel, Jardine's, Oct. 16.
Vogtland, Jebsen, Oct. 16.

HAVRE.

Asia, Manners, Sept. 23.

HONOLULU.

Shinyo Maru N.Y.K., Sept. 18.
Rakuyo Maru, N.Y.K., Sept. 24.
Pres. Hayes, Dollar, Oct. 2.
Taiyo Maru, N.Y.K., Oct. 16.

ILOILO.

Tacoma, S.S.S., Sept. 18.
Iowa, S.S.S., Sept. 19.
Calulu, Dodwell's, Sept. 27.
G'den, Dragon, S.S.S., Sept. 30.
Kentucky, S.S.S., Oct. 2.

JAPAN PORTS

Shinyo Maru, N.Y.K., Sept., 18.
Vogtland, Jebsen, Sept. 18.
Glenluce, Jardine's, Sept. 19.
Nagato Maru, N.Y.K., Sept. 19.
Tilawa, B.I., Sept. 19.
Aki Maru, N.Y.K., Sept. 20.
Toyoka Maru, N.Y.K., Sept. 20.
Fulda, Melchers, Sept. 21.
Namsang; Jardine's, Sept. 22.
Yokohama Maru, N.Y.K., Sept. 23.
General Metzinger, M.M., Sept. 24.
Nellore, P. & O., Sept. 24.
Pres. McKinley, A.M.L., Sept. 24.
Rakuyo Maru, N.Y.K., Sept. 24.
Afrika, Manners, Sept. 25.
Emp. of France, C.P.S., Sept. 25.
Kumsang, Jardine's, Sept. 25.
Bengal Maru, N.Y.K., Sept. 27.
Duisburg, Jebsen, Sept. 27.
Kalyan, P. & O., Sept. 27.
Carnavonshire, Jardine's, Sept. 28.
Atreus, B.F., Sept. 30.
Pres. Jefferson, A.M.L., Oct. 1.
Rosandra, D'well's, Oct. 1.
Talamba, B.I., Oct. 1.
Yuensang, Jardine's, Oct. 1.
Formosa, Gilman's, Oct. 2.
Main, Melchers, Oct. 5.
Talthybius, B.F., Oct. 5.
Delta, P. & O., Oct. 7.
Perseus, B.F., Oct. 7.
Takada, B.I., Oct. 7.
Toyama Maru, N.Y.K., Oct. 7.
Andre Lebon, M.M., Oct. 8.
Arafura, E. & A., Oct. 8.
Pres. Grant, A.M.L., Oct. 8.
Emp. of Russia, C.P.S., Oct. 9.
Romolo, D'well's, Oct. 10.
Glenheg, Jardine's, Oct. 11.
Macedonia, P. & O., Oct. 12.
Pres. Lincoln, Dollar, Oct. 15.
Sauerland, Jebsen, Oct. 15.
Suisang, Jardine's, Oct. 15.
Taiyo Maru, N.Y.K., Oct. 16.

JAVA PORTS.

Tjibadak, J.C.J.L., Sept. 18.
Tjisorea, J.C.J.L., Sept. 24.
Tjisondari, J.C.J.L., Sept. 28.
Tjileboet, J.C.J.L., Oct. 8.
Tjikembang, J.C.J.L., Oct. 9.

LIVERPOOL.

Lyons Maru, N.Y.K., Sept. 20.

LONDON.

Kitano Maru, N.Y.K., Sept. 21.
Mantua, P. & O., Sept. 28.
Glenapp, Jardine's, Oct. 2.
Hector, B.F., Oct. 2.
Haruna Maru, N.Y.K., Oct. 5.
City of Pekin, Bank, Oct. 9.
Karmala, P. & O., Oct. 12.
Menelaus, B.F., Oct. 15.
Glenshiel, Jardine's, Oct. 17.

LOS ANGELES.

Rakuyo Maru, N.Y.K., Sept. 24.
Pres. McKinley, A.M.L., Sept. 24.
Pres. Hayes, Dollar, Oct. 1.
Golden Star, S.S.S., Oct. 5.
Pres. Grant, A.M.L., Oct. 8.

MANILA

Tacoma, S.S.S., Sept. 18.
Iowa, S.S.S., Sept. 19.
Coblenz, Melchers, Sept. 20.
Burgenland, Jebsen, Sept. 21.
Pres. Polk, Dollar, Sept. 22.
Pres. Jefferson, A.M.L., Sept. 24.
Tjisorea, J.C.J.L., Sept. 24.
Tango Maru, N.Y.K., Sept. 25.
Cingalese Prince, Furness, Sept. 26.
Calulu, Dodwell's, Sept. 27.
Pres. Grant, A.M.L., Sept. 28.
G'den, Dragon, S.S.S., Sept. 30.
Emp. of Russia, C.P.S., Oct. 1.
Kentucky, S.S.S., Oct. 2.
St. Albans, E. & A., Oct. 4.
Pres. Adams, Dollar, Oct. 6.
Pres. Lincoln, Dollar, Oct. 8.
Preussen, Jebsen, Oct. 8.
Tjileboet, J.C.J.L., Oct. 8.
Vogtland, Jebsen, Oct. 16.
Changte, B. & S., Oct. 19.

MARSEILLES.

Lyons Maru, N.Y.K., Sept. 20.
Kitano Maru, N.Y.K., Sept. 21.
Pres. Polk, Dollar, Sept. 22.
Sphinx, M.M., Sept. 24.
Mantua, P. & O., Sept. 28.
Hector, B.F., Oct. 2.
Haruna Maru, N.Y.K., Oct. 5.
Pres. Adams, Dollar, Oct. 6.
Angers, M. & M., Oct. 8.
Franken, Melchers, Oct. 11.
Karmala, P. & O., Oct. 12.
Menelaus, B.F., Oct. 15.

NAPLES.

Kitano Maru, N.Y.K., Sept. 21.
Pres. Polk, Dollar, Sept. 22.
Haruna Maru, N.Y.K., Oct. 5.
Pres. Adams, Dollar, Oct. 6.

NEWCHWANG.

Liangchow, B. & S., Sept. 18.
Ningpo, B. & S., Sept. 20.
Chipshing, Jardine's, Sept. 24.
Chenan, B. & S., Sept. 25.
Cheongshing, Jardine's, Oct. 4.

NEW YORK, BOSTON, etc.

Pres. Polk, Dollar, Sept. 22.
Cingalese Prince, Furness, Sept. 26.
Toba Maru, N.Y.K., Oct. 1.
City of Norwich, Bank, Oct. 6.
Pres. Adams, Dollar, Oct. 6.
Imperial Prince, Furness, Oct. 10.
Lisbon Maru, N.Y.K., Oct. 11.

NORTH CHINA.

Fulda, Melchers, Sept. 21.
Duisburg, Jebsen, Sept. 27.
Main, Melchers, Oct. 5.

OSLO.

Asia, Manners, Sept. 25.

PANAMA

Rakuyo Maru, N.Y.K., Sept. 24.
Toba Maru, N.Y.K., Oct. 1.
Lisbon Maru, N.Y.K., Oct. 11.

PENANG.

Kitano Maru, N.Y.K., Sept. 21.
Pres. Polk, Dollar, Sept. 22.
Cremer, J.C.J.L., Sept. 26.
Hosang, Jardine's, Sept. 26.
Tottori Maru, N.Y.K., Sept. 27.
Mantua, P. & O., Sept. 28.
Glenapp, Jardine's, Oct. 2.
Kutsang, Jardine's, Oct. 4.
Haruna Maru, N.Y.K., Oct. 5.
Pres. Adams, Dollar, Oct. 6.
Genoa Maru, N.Y.K., Oct. 9.
Tilawa, B.I., Oct. 9.
Karmala, P. & O., Oct. 12.
Awa Maru, N.Y.K., Oct. 11.
Menelaus, B.F., Oct. 15.
Mirzapore, P. & O., Oct. 16.

PORTLAND.

Pennsylvania, S.S.S., Sept. 20.
Illinois, S.S.S., Sept. 28.

RABAUL.

Calulu, D'well's, Sept. 27.

RANGOON.

Genoa Maru, N.Y.K., Oct. 9.

SAIGON.

Sphinx, M.M., Sept. 24.
Angers, M. & M., Oct. 8.

SANDAKAN.

Calulu, Dodwell's, Sept. 27.
Hinsang, Jardine's, Sept. 30.
St. Albans, E. & A., Oct. 4.
Mausang, Jardine's, Oct. 10.

SAN FRANCISCO.

Shinyo Maru N.Y.K., Sept. 18.
Pennsylvania, S.S.S., Sept. 20.
Pres. McKinley, A.M.L., Sept. 24.
Illinois, S.S.S., Sept. 28.
Pres. Hayes, Dollar, Oct. 1.
G'den Star, S.S.S., Oct. 5.
Pres. Grant, A.M.L., Oct. 8.
Taiyo Maru, N.Y.K., Oct. 16.

SCANDINAVIAN PORTS.

Asia, Manners, Sept. 23.

SEATTLE.

Yokohama Maru, N.Y.K., Sept. 23.
Pres. Jefferson, A.M.L., Oct. 1.
Talthybius, B.F., Oct. 5.
Toyama Maru, N.Y.K., Oct. 7.
Pres. Lincoln, Dollar, Oct. 15.

SHANGHAI.

Liangchow, B. & S., Sept. 18.
Shinyo Maru N.Y.K., Sept. 18.
Vogtland, Jebsen, Sept. 18.
Glenluce, Jardine's, Sept. 19.
Nagato Maru, N.Y.K., Sept. 19.
Aki Baru, N.Y.K., Sept. 20.
Nanchang, B. & S., Sept. 20.
Tjimanoek, J.C.J.L., Sept. 20.
Toyoka Maru, N.Y.K., Sept. 20.
Aeneas, B.F., Sept. 21.
Fulda, Melchers, Sept. 21.
Hopsang, Jardine's, Sept. 22.
Luchow, B. & S., Sept. 22.
Soochow, B. & S., Sept. 22.
Yokohama Maru, N.Y.K., Sept. 23.
General Metzinger, M.M., Sept. 24.
Nellore, P. & O., Sept. 24.
Pres. McKinley, A.M.L., Sept. 24.
Shantung, B. & S., Sept. 24.
Afrika, Manners, Sept. 25.
Chenan, B. & S., Sept. 25.
Emp. of France, C.P.S., Sept. 25.
Hangsang, Jardine's, Sept. 25.
Chinhua, B. & S., Sept. 26.
Bengal Maru, N.Y.K., Sept. 27.
Duisburg, Jebsen, Sept. 27.
Kalyan, P. & O., Sept. 27.
Tjikembang, J.C.J.L., Sept. 27.
Carnavonshire, Jardine's, Sept. 28.
Chaksang, Jardine's, Sept. 29.
Suiyang, B. & S., Sept. 29.
Pres. Jefferson, A.M.L., Oct. 1.
Rosandra, D'well's, Oct. 1.
Talamba, B.I., Oct. 1.
Formosa, Gilman's, Oct. 2.
Yatshing, Jardine's, Oct. 2.
Main, Melchers, Oct. 5.
Pres. Adams, Dollar, Oct. 6.
Delta, P. & O., Oct. 7.
Perseus, B.F., Oct. 7.

SHANGHAI.—(Continued).

Tjikarang, J.C.J.L., Oct. 7.
Toyama Maru, N.Y.K., Oct. 7.
Angers, M. & M., Oct. 8.
Pres. Grant, A.M.L., Oct. 8.
Tjileboet, J.C.J.L., Oct. 8.
Emp. of Russia, C.P.S., Oct. 9.
Romolo, D'well's, Oct. 10.
Glenbeg, Jardine's, Oct. 11.
Macedonia, P. & O., Oct. 12.
Pres. Lincoln, Dollar, Oct. 15.
Sauerland, Jebsen, Oct. 15.
Taiyo Maru, N.Y.K., Oct. 16.

SINGAPORE.

Kiungchow, B. & S., Sept. 19.
Lyons Maru, N.Y.K., Sept. 19.
Coblenz, Melchers, Sept. 20.
Burgenland, Jebsen, Sept. 21.
Kitano Maru, N.Y.K., Sept. 21.
Anhui, B. & S., Sept. 22.
Pres. Polk, Dollar, Sept. 22.
Kanagawa Maru, N.Y.K., Sept. 24.
Sphinx, M.M., Sept. 24.
Asia, Manners, Sept. 23.
Kweiyang, B. & S., Sept. 25.
Cremer, J.C.J.L., Sept. 26.
Hosang, Jardine's, Sept. 26.
Tottori Maru N.Y.K., Sept. 27.
Mantua, P. & O., Sept. 28.
Anking, B. & S., Sept. 30.
Glenapp, Jardine's, Oct. 2.
Hector, B.F., Oct. 2.
Atreus, B.F., Sept. 3.
Kutsang, Jardine's, Oct. 4.
Duchesia d'Aosta, D'well's, Oct. 5.
Haruna Maru, N.Y.K., Oct. 5.
Pres. Adams, Dollar, Oct. 6.
Angers, M. & M., Oct. 8.
Preussen, Jebsen, Oct. 8.
Genoa Maru, N.Y.K., Oct. 9.
Tilawa, B.I., Oct. 9.
Awa Maru, N.Y.K., Oct. 11.
Franken, Melchers, Oct. 11.
Karmala, P. & O., Oct. 12.
Mirzapore, P. & O., Oct. 16.
Vogtland, Jebsen, Oct. 16.
Glenshiel, Jardine's, Oct. 17.

SOUTH AFRICAN PORTS.

Kanagawa Maru, N.Y.K., Sept. 24.

SOUTH AMERICAN PORTS.

Kanagawa Maru, N.Y.K., Sept. 24.

SWATOW.

Huichow, B. & S., Sept. 18.
Haining, Douglas, Sept. 20.
Ningpo, B. & S., Sept. 20.
Anhui, B. & S., Sept. 22.
Hirundo, Thoresen, Sept. 22.
Hopsang, Jardine's, Sept. 22.
Kiangsu, B. & S., Sept. 22.
Soochow, B. & S., Sept. 22.
Shantung, B. & S., Sept. 24.
Hangsang, Jardine's, Sept. 23.
Chaksang, Jardine's, Sept. 29.
Kaying, B. & S., Sept. 29.
Suiyang, B. & S., Sept. 29.
Anking, B. & S., Sept. 30.
Hiram, Thoresen, Sept. 30.
Yatshing, Jardine's, Oct. 2.

TIENTSIN.

Huichow, B. & S., Sept. 18.
Vogtland, Jebsen, Sept. 18.
Kueichow, B. & S., Sept. 19.
Ningpo, B. & S., Sept. 20.
Chipshing, Jardine's, Sept. 24.
Fulda, Melchers, Sept. 24.
Haiyang, Douglas, Sept. 24.
Duisburg, Jebsen, Sept. 27.
Cheongshing, Jardine's, Oct. 4.

TRIESTE AND VENICE.

Duchessa d'Aosta, Dodwell's, Oct. 5.
Esquilino D'well's, Oct. 15.

TSINGTAO.

Vogtland, Jebsen, Sept. 18.
Hopsang, Jardine's, Sept. 22.
Soochow, B. & S., Sept. 22.
Fulda, Melchers, Sept. 24.
Shantung, B. & S., Sept. 24.
Hangsang, Jardine's, Sept. 25.
Duisburg, Jebsen, Sept. 27.
Chaksang, Jardine's, Sept. 29.
Suiyang, B. & S., Sept. 29.
Yatshing, Jardine's, Oct. 2.

VANCOUVER, B.C.

Emp. of France, C.P.S., Sept. 25.
Talthybius, B.F., Oct. 5.
Emp. of Russia, C.P.S., Oct. 9.

VICTORIA, B.C.

Yokohama Maru, N.Y.K., Sept. 23.
Emp. of France, C.P.S., Sept. 25.
Pres. Jefferson, A.M.L., Oct. 1.
Talthybius, B.F., Oct. 5.
Toyama Maru, N.Y.K., Oct. 7.
Emp. of Russia, C.P.S., Oct. 9.
Pres. Lincoln, Dollar, Oct. 8.

VLADIVOSTOCK.

Glenluce, Jardine's, Sept. 19.
Carnavonshire, Jardine's, Sept. 28.
Formosa, Gilman's, Oct. 2.
Glenbeg, Jardine's, Oct. 11.

WEIHAIWEI.

Huichow, B. & S., Sept. 18.
Kueichow, B. & S., Sept. 19.
Chipshing, Jardine's, Sept. 24.
Cheongshing, Jardine's, Oct. 4.

DON'T LEAVE HONG KONG

without giving an Order for the *Weekly Press* to be sent to your Address for

THREE MONTHS $3.75
SIX MONTHS $7.50
TWELVE MONTHS $15.00

11, Ice House Street.

EXPECTED ARRIVALS AND MOVEMENTS.

Aeneas due from Europe Sept. 19.
Aki Maru due from Manila Sept. 19.
Anchises due from Europe Nov. 2.
Andre Lebon due from Europe Oct. 8.
Angers due from Shanghai Oct. 8.
Arafura due from Australia Oct. 7.
Asia due from Shanghai Sept. 23.
Atreus due from Europe Sept. 30.
Automedon due from Europe Oct. 10.
Awa Maru due rom Japan Oct. 10.
Beltana due from Europe Oct. 22.
Bengal Maru arrived from Singapore Sept. 26.
Bengal Maru due from Singapore Sept. 26.
Benreoch due from Straits Sept. 25.
Bolivier due from Singapore Oct. 15.
Burgenland due from Shanghai Sept. 21.
Burma Maru due from Japan Oct. 12.
Calchas due from Shanghai Nov. 12.
Carnarvonshire due from Europe Sept. 28.
Ceylon Maru left for Japan Sept. 19.
Changte due from Australia Oct. 11.
Chengtu due from Amoy Sept. 17.
Chenonceaux due from Europe Nov. 5.
Cingalese Prince due from New York Sept. 26.
City of Cardiff due from Singapore Oct. 14.
City of Corinth due from Europe Oct. 22.
City of Newcastle due from Europe Sept. 24.
City of Norwich due from Shanghai Oct. 6.
Coblenz due from Shanghai Sept. 20.
Cremer due from Straits Sept. 18.
Delta due from Europe Oct. 6.
Diomed due from Europe Nov. 10.
Duisburg due from Europe Sept. 27.
Duchessa d'Aosta due from Shanghai Oct. 5.
Emp. of Asia arrived Yokohama Sept. 11.
Emp. of France due from Manila Sept. 22.
Emp. of Russia due from Vancouver Sept. 30.
Esquilino due from Shanghai Oct. 15.
Eumaeus due from Europe Oct. 28.
Formosa due from Europe Sept. 27.
Franken due from Shanghai Oct. 11.
Fulda due from Europe Sept. 24.
General Metzinger due from Europe Sept. 24.
Genoa Maru due from Japan Oct. 7.
Ginyo Maru due from Singapore Oct. 15.
Glenapp due from Shanghai Oct. 2.
Glenbeg due from Europe Oct. 11.
Glenluce arrived from Europe Sept. 16.
Glenshiel due from Shanghai Oct. 16.
Haruna Maru due from Japan Oct. 4.
Hector due from Japan Oct. 2.
Imperial Prince due from Singapore Oct. 10.
Indus Maru due from Japan Sept. 18.
Javanese Prince due from Singapore Oct. 24.
Kalyan due from Europe Sept. 27.
Kamo Maru due from Shanghai Oct. 18.
Kanagawa Maru due from Japan Sept. 23.
Karmala due from Japan Oct. 12.
Kashgar due from Europe Oct. 25.
Katori Maru left for Shanghai Sept. 15.
Khyber arrived London Sept. 9.
Kidderpore due from Singapore Sept. 25.
Kitano Maru due from Shanghai Sept. 20.
Lahn due from Europe Nov. 2.
Lahore due from Europe Nov. 10.
Lima Maru due from Japan Oct. 11.
Lisbon Maru due from Singapore Oct. 9.
Luchow due from Shanghai Sept. 19.
Lycaon due from Europe Oct. 26.
Lyons Maru due from Japan Sept. 19.
Maceondia due from Europe Oct. 11.
Machaon due from Singapore Nov. 12.
Main due from Europe October 5.
Malva arrived Marseilles Sept. 13.
Mantua due from Shanghai Sept. 27.
Memnon due from Japan Sept. 19.
Menelaus due from Japan Oct. 15.
Mirzapore due from Shanghai Oct. 16.
Mishima Maru due from Japan Oct. 4.
Myrmidon due from Europe Oct. 8.
Nagato Maru due from Singapore Sept. 18.
Nagpore due from Shanghai Nov. 2.
Namsang due from Europe Sept. 20.
Neleus due from Europe Oct. 15.
Nellore due from Europe Sept. 29.
Oanfa due from Shanghai Oct. 20.
Pembrokeshire due from Europe Oct. 25.
Porthos due from Europe Oct. 22.
Pres. Adams due from U.S.A. Oct. 5.
Pres. Grant due from Canada Sept. 27.
Pres. Jefferson due from Shanghai Sept. 23.
Pres. Lincoln due from U.S.A. Oct. 6.
Pres. McKinley due from Manila Sept. 22.
Pres. Polk due from Shanghai Sept. 21.
Preussen due from Shanghai Oct. 8.
Pyrrhus due from Shanghai Sept. 30.
Remo due from Shanghai Sept. 17.
Rhexenor due from Singapore Sept. 17.
Sarpedon due from Europe Oct. 17.
Sauerland due from Europe Oct. 15.
Seattle Maru due from Europe Sept. 22.
Siberia Maru due from Shanghai Sept. 23.
Soochow due from Swatow Sept. 18.
Sphinx due from Shanghai Sept. 24.
Sumatra due from Shanghai Oct. 12.
Sumatra Maru due from Japan Sept. 18.
Taiyo Maru due from Japan Oct. 7.
Takada due from Singapore Oct. 9.
Takliwa due from Singapore Oct. 17.
Talamba due from Singapore Sept. 24.
Talma due from Singapore Oct. 27.
Talthybius due from Singapore Sept. 24.
Tamba Maru due from Singapore Sept. 28.
Tanada due from Australia Nov. 4.
Tango Maru due from Japan Sept. 24.
Tenyo Maru due from Shanghai 22.
Tilawa due from Singapore Sept. 17.
Tjikarang due from Java Oct. 5.
Tjikembang due from Java Sept. 25.
Tjileboet due from Java Sept. 27.
Tjimanoek due from Java Sept. 18.
Tjisaroea due from Amoy Sept. 22.
Tjisondari due from Amoy Sept. 28.
Toba Maru due from Singapore Sept. 28.
Tottori Maru due from Japan Sept 27.
Toyama Maru due from Japan Sept. 28.
Toyoska Maru due from Singapore Sept. 21.
Trier due from Europe Oct. 22.
Vogtland due from Europe Sept. 17.

CONSIGNEE NOTICES.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Co.'s Vessel "CALCHAS"
FROM UNITED KINGDOM VIA SINGAPORE

are hereby notified that their Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for Delivery from Godown on and after 16th September.

Optional Cargo will not be landed here, unless Notice has been given prior to Vessel's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 A.M. and Noon within the Free Storage period.

No Claims will be admitted after the Goods have left the Vessel's Godown, and all Goods remaining undelivered after the 23rd September, will be subject to Rent.

All Claims against the Vessel must be presented to the Undersigned on or before the 7th October, or they will not be recognized.

No Fire Insurance will be effected.
BUTTERFIELD & SWIRE,
Agents.
16th September, 1929. [8376

NOTICE TO CONSIGNEES.

PENINSULAR AND ORIENTAL STEAM NAVIGATION Co.'s STEAMER "MIZAPORE."

ARRIVED HONG KONG ON 16TH SEPTEMBER, 1929.

FROM BOMBAY, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed AT THEIR RISK in the Hong Kong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and Delivery can be obtained as the Goods are landed.

This Vessel brings on Cargo from London, &c., and from Persian Gulf ex B.I.S.N. and B. & P.S.N. Co.'s Steamers.

Optional Goods will be landed here unless Instructions have been given to the contrary 6 hours before arrival of the Steamer.

Goods not cleared within 8 days including date of arrival will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS at 10 a.m. on Mondays and Thursdays, within the Free Storage period.

All Claims against the Steamer must be presented to the Undersigned on or before 6th October, 1929, or they will not be recognized.

No Claims will be admitted after the Goods have left the Godown.
MACKINNON, MACKENZIE & Co.,
Agents.
Hong Kong, 16th Sept., 1929. [8380

CONSIGNEE NOTICES

"GLEN" LINE, LIMITED.

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM VIA PORTS.

THE Motor Vessel
"GLENLUCE"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hong Kong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, Delivery may be obtained.

Goods not cleared by the 25th September, 1929, at 4 p.m., will be subject to Rent.

All broken, chafed and damaged Packages are to be left in the Godowns where they will be examined in the presence of Consignees by Messrs. Goddard and Douglas, on 24th September, 1929, at 10 a.m. Claims against the Vessel including those for Cargo short delivered must be presented on the Special Form provided, and must also be submitted within 30 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co., LTD.,
Agents.
Hong Kong, 18th Sept., 1929. [8385

HAMBURG-AMERIKA LINIE.

NOTICE TO CONSIGNEES.

THE Motor Vessel
"VOGTLAND"
having arrived, Consignees of Cargo are hereby notified that their Goods are being landed and placed at their risk in the Hong Kong & Kowloon Wharf & Godown Company's godowns at Kowloon, where Delivery can be obtained as the Goods are landed.

Optional Cargo will be landed, unless Notice has been given prior to Vessel's arrival.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th September, 1929, will be subject to Rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on 23rd September, 1929, at 10 a.m., by our Surveyors, Messrs. Goddard and Douglas.

All Claims must reach us before the 8th October, 1929, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.
JEBSEN & CO.,
Agents.
Hong Kong, 17th Sept., 1929. [8383

VEREENIGDE NEDERLANDS-CHE SCHEEPVAART-MAATSCHAPPIJ.
(UNITED NETHERLANDS NAVIGATION Co.)

HOLLAND-OOST AZIE LIJN
(HOLLAND-EAST ASIA LINE).

NOTICE TO CONSIGNEES.

FROM AMSTERDAM, ROTTERDAM, HAMBURG, BREMEN, GENOA AND ANTWERP.

THE Steamship
"GEMMA"
having arrived from the above Ports, Consignees of Cargo by her are notified that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the China Provident Loan & Mortgage Co., Ltd., whence and/or from the wharves, Delivery may be obtained.

Goods not cleared by the 23rd September, 1929, will be subject to Rent.

All broken, chafed and damaged Packages are to be left in the Godowns, where they will be examined on the 21st September, 1929, at 10 a.m., by Messrs. Goddard and Douglas, Hong Kong.

Claims against the Steamer must be presented in writing within Ten days after arrival of Steamer, otherwise they will not be recognized.

No Fire Insurance will be effected by the Undersigned in any case whatever.

Bills of Lading will be countersigned by
JAVA-CHINA-JAPAN LIJN
General Agents.
Hong Kong, 16th Sept., 1929. [8381

CONSIGNEES' NOTICE.

THE BEN LINE STEAMERS, LIMITED.

FROM LEITH, LONDON & STRAITS.

The Steamship "BENAVON."

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the HONG KONG AND KOWLOON WHARF AND GODOWN COMPANY, LTD., whence, and/or from the wharves Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd instant, will be subject to Rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 6th October, 1929, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 21st instant, at 10 A.M., by Messrs. Goddard and Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co., LTD.,
Agents.
Hong Kong, 15th Sept., 1929. [8375

CHINA NAVIGATION
COMPANY, LIMITED.

SWATOW, FOOCHOW, WEIHAIWEI, CHEFOO & TIENTSIN	"HUICHOW"	On 18th Sept.,	11 a.m.
AMOY, S'HAI., N'CHWANG. & DAIRY	"LIANGCHOW"	On 18th Sept.,	5 p.m.
HOIHOW, SINGAPORE & BANGKOK	"KIUNGCHOW"	On 19th Sept.,	10 a.m.
SWATOW, FOOCHOW, TIENTSIN & NEWCHWANG	"NINGPO"	On 20th Sept.,	10 a.m.
HOIHOW, PAKHOI & HAIPHONG	"CHENGTU"	On 20th Sept.,	11 a.m.
NINGPO & SHANGHAI	"NANCHANG"	On 20th Sept.,	3 p.m.
AMOY, SWATOW & SINGAPORE	"ANHUI"	On 22nd Sept.,	8 a.m.
SWATOW, SHANGHAI & TSINGTAO	"SOOCHOW"	On 22nd Sept.,	10 a.m.
SWATOW & BANGKOK	"KIANGSU"	On 22nd Sept.,	Noon
SHANGHAI	"LUCHOW"	On 22nd Sept.,	2 p.m.
SWATOW, SHANGHAI & TSINGTAO	"SHANTUNG"	On 24th Sept.,	10 a.m.
HOIHOW, SINGAPORE & BANGKOK	"KWEIYANG"	On 25th Sept.,	10 a.m.
AMOY, S'HAI., N'CHWANG. & DAIRY	"CHENAN"	On 25th Sept.,	5 p.m.
SHANGHAI	"CHINHUA"	On 26th Sept.,	3 p.m.
SWATOW, SHANGHAI & TSINGTAO	"SUIYANG"	On 29th Sept.,	10 a.m.
WEIHAIWEI, CHEFOO & TIENTSIN	"KUEICHOW"	On 29th Sept.,	11 a.m.
SWATOW & BANGKOK	"KAYING"	On 29th Sept.,	Noon
SWATOW, AMOY, SWATOW & S'PORE	"ANKING"	On 30th Sept.,	5 p.m.

SAILINGS SUBJECT TO ALTERATION.

For Freight or Passage apply to— BUTTERFIELD & SWIRE, Agents.
TELEPHONE CENTRAL 36.

CARGO AND BAGGAGE CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE. 4

AUSTRALIAN-ORIENTAL LINE, LIMITED.
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HONGKONG TO AUSTRALIAN PORTS
Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports
EXCELLENT & MOST UP-TO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION.
HONGKONG to SYDNEY—19 DAYS.

STEAMER	DUE HONG KONG	DUE TO SAIL
CHANGTE	11th October	18th October

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TELEPHONE: CENTRAL 36. [5

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The M.S. "ASIA"
loading on or about
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For
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AND OTHER SCANDINAVIAN & BALTIC PORTS.
SAILING LIST.

OTHER SAILINGS:—	SHANGHAI, ETC.	CONTINENT, ETC.
M.S. "Afrika" ...	23th Sept.	24th Oct.
M.S. "Malaya" ...	21st Oct.	2nd Dec.

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BOSTON
AND
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"CINGALESE PRINCE"	Sept. 26th
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"JAVANESE PRINCE"	Oct. 24th

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MESSAGERIES MARITIMES

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Sailings from HONG KONG:

To MARSEILLES via Saigon, Singapore, Colombo, Djibouti (Aden), Suez, Port-Said.

SPHINX ...	... 24th Sept.
ANGERS ...	... 8th Oct.
G. METZINGER	... 22nd Oct
ANDRE LEBON	... 5th Nov.
PORTHOS ...	... 19th Nov.
CHENONCEAUX	... 3rd Dec.
ATHOS II ...	... 17th Dec.
D'ARTAGNAN	... 31st Dec.

To Yokohama via Shanghai and Kobe.

G. METZINGER	... 24th Sept.
ANDRE LEBON	... 8th Oct.
PORTHOS ...	... 22nd Oct.
CHENONCEAUX	... 5th Nov.
ATHOS II ...	... 19th Nov.
D'ARTAGNAN	... 3rd Dec.
ANGERS ...	... 17th Dec.
SPHINX ...	... 31st Dec.

We can issue Through Tickets to EGYPT, SYRIAN PORTS, EAST AFRICA, MADAGASCAR by Transhipment on our Mail Steamers at PORT-SAID, or DJIBOUTI.
COMMERCIAL LINE
For DUNKIRK via PORT-SAID, ORAN, CASSABLANCA, HAMBURG, ROTTERDAM, (ANTWERP):
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Cie des MESSAGERIES MARITIMES,
Telephones: C 651 and 740 3 QUEEN'S BUILDINGS [3

ROYAL OBSERVATORY'S DAILY WEATHER REPORT.

STATION	SEPTEMBER 16, 1929. Hong Kong Standard Time	Barometer at Sea Level Inches	Barometer at Sea Level Millrs.	Temperature	Humidity	Wind Direction	Wind Force (Beaufort)	Weather (Beaufort)	SEPTEMBER 17, 1929. Hong Kong Standard Time	Barometer at Sea Level Inches	Barometer at Sea Level Millrs.	Temperature	Humidity	Wind Direction	Wind Force (Beaufort)	Weather (Beaufort)
Wladivostock	12	29.65	753.2	61	...	N	1	c	6	29.92	760.0	53	...	....	0	b
Nemuro	11	29.67	753.5	...	...	SW	3	...	5	29.63	752.5	..	...	WSW	1	....
Hokodate	,,	29.69	754.0	...	...	SW	3	...	,,	29.73	755.0	...	...	NNW	1	...
Tokio	,,	29.76	756.0	...	...	...	0	...	,,	29.88	759.0	...	...	NW	1	...
Kochi	,,	29.84	758.0	...	...	SW	1	...	,,	...	...	...	...	WSW	1	...
Nagasaki	,,	29.96	761.0	...	...	WNW	3	...	,,	30.08	764.0	...	...	....	...	...
Kagoshima	,,	29.96	761.0	...	...	NW	2	...	,,	...	...	...	...	WNW	1	...
Oshima	,,	29.98	761.5	...	...	NNE	1	...	,,	30.02	762.5	...	...	...	0	...
Naha	,,	29.96	761.0	...	..	NNE	3	...	,,	30.00	762.0	...	...	NE	2	...
Ishigakijima	,,	29.96	761.0	...	...	ENE	2	...	,,	29.94	760.5	...	...	E	2	...
Bonin Island	,,	29.96	761.0	...	...	S	1	...	,,	29.98	761.5	...	...	...	...	...
Chefoo	15	29.93	760.2	76	93	NW	4	b	6	29.95	760.7	65	78	S	1	b
Shanghai	14	30.05	763.2	86	86	N	1	b	,,	30.06	763.5	68	81	NE	1	o
Gutzlaff	,,	30.11	764.8	80	55	ENE	1	b	,,	30.11	764.8	73	67	ESE	4	o
Sharp Peak	,,	29.94	760.5	81	74	ENE	2	o	7	29.96	761.0	78	82	ENE	4	o
Amoy	,,	29.87	758.7	84	75	E	4	o	6	29.91	759.7	78	70	N	4	b
Swatow	,,	29.91	759.6	83	80	E	2	c	,,	...	...	...	...	...	...	...
Taihoku	11	29.97	761.1	84	68	E	4	o	5	29.92	759.9	78	82	E	4	b
Taichu	,,	29.92	759.9	86	...	NNW	4	b	,,	29.88	759.0	75	...	....	0	b
Tainan	,,	29.92	759.9	90	...	SW	2	b	,,	29.86	758.4	75	...	...	0	b
Koshun	,,	29.92	759.9	86	...	NE	2	b	,,	29.89	759.2	77	...	NE	4	b
Pescadores	,,	29.91	759.6	86	...	NNE	4	b	,,	29.86	758.4	79	...	NNE	4	o
Hong Kong	14	29.85	758.1	84	72	E	3	c	6	29.88	758.9	79	83	E	4	o
Gap Rock	,,	29.87	758.7	...	...	E	3	c	,,	29.86	758.4	..	...	ENE	4	c
Macao	,,	29.85	758.1	90	72	SE	2	b	,,	29.85	758.1	79	87	ESE	2	o
Hoihow	,,	29.91	759.7	86	77	SE	2	c	,,	...	...	...	...	...	...	...
Pratas Island	,,	29.87	758.7	86	76	E	2	b	,,	29.87	758.7	78	97	NE	4	or
Phulien	15	29.79	756.6	73	98	SSW	1	o	7	29.85	758.1	77	94	SE	4	r
Tourane	,,	29.78	756.3	86	...	SE	2	b	,,	29.81	757.2	77	...	SSW	2	b
Cape St. James	,,	29.81	757.2	84	...	SSW	2	b	,,	29.82	757.5	75	...	...	0	b
Basco	14	29.81	757.2	84	68	NE	4	o	6	29.82	757.5	81	76	NE	4	o
Aparri	,,	29.79	756.6	82	81	...	0	r	,,	29.79	756.6	79	80	ENE	2	r
Tuguegarao	,,	29.79	756.6	86	75	WSW	2	o	,,	29.79	756.6	77	79	...	0	o
Vigan	,,	29.74	755.4	86	61	WNW	2	b	,,	29.75	755.7	77	91	WNW	1	o
Manila	,,	29.73	755.1	86	75	SW	2	r	,,	29.76	756.0	77	92	..	0	o
Legaspi	,,	29.69	754.2	86	71	NNE	2	o	,,	29.71	754.5	77	94	SW	1	o
Calboyog	,,	29.71	754.5	82	89	N	1	o	,,	...	...	...	...	...	...	...
Tacloban	,,	29.74	755.4	77	86	S	2	o	,,	29.73	755.1	77	89	N	2	o
Iloilo	,,	29.74	755.4	82	77	SW	2	o	,,	...	...	...	...	...	...	...
Cebu	,,	29.72	754.8	86	68	SSE	2	o	,,	29.74	755.4	79	80	SW	2	o
Surigao	,,	29.72	754.8	82	77	WSW	4	o	,,	29.71	754.5	79	85	WSW	2	o
Saipan	...	...	...	...	...	...	...	...	5	29.85	758.2	74	....	SE	2	r
Guam	12.22	29.76	756.0	...	...	NE	4	o	4.22	...	...	...	...	...	...	...
Yap	11.00	29.84	757.8	...	...	...	0	o	5	29.86	758.4	...	...	NNW	2	o
Pelew	...	...	...	...	...	...	...	...	,,	29.83	757.7	78	...	...	0	c
Ponape	...	...	...	...	...	...	...	...	,,	29.86	758.4	77	..	SSE	1	c
Labuan	14	29.81	757.2	86	76	W	2	b	6	29.86	758.4	77	91	NW	1	o

September 17d. 10h. 40m.:—The anticyclone is central to the south of Korea; depressions are situated to the north-east of Hokkaido, and to the east of the Visayas.

Hong Kong rainfall for the 24 hours ending at 10 a.m. to-day, 0·08 inch. Total since January 1, 62·63 inches, against an average of 71·74 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON ON SEPTEMBER 18.

DISTRICT.	FORECAST.
1.—Formosa Channel	N.E. winds, moderate.
2.—South coast of China between Hong Kong and Lamocks	E. winds, moderate; fair to showery.
3.—Hong Kong to Gap Rock	
4.—South coast of China between Hong Kong and Hainan	

C. W. JEFFRIES, *Director.*

HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, September 17.

	Previous Day at 2 p.m.	On Date at 10 a.m.	On Date at 4 p.m.
Barometer	29.84	29.93	29.84
Temperature	82	81	82
Humidity	78	76	73
Wind—			
Direction	E	E	E
Force	3	4	3
Weather	C	C	C
Rain	0.00	0.00	0.08

Highest open-air Temperature, 86·85
Lowest open-air Temperature, 77·79

B=Blue sky; C=Cloudy; D=Drizzle; F=Fog; L=Lightning; M=Mist; O=Overcast; P=Passing showers; Q=Squalls; R=Rain; T=Thunder.

$7.50

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AFTER YOU GO AWAY

and you will certainly want to know what is happening. Send an order for the *Weekly Press* to be sent to you. We, at 11, Ice House Street, will do the rest.

HONG KONG TIDE TABLE.

From September 18 to 24, 1929.

Days of Week.	Date of Month.	High Water. Hong Kong Standard Time.	High Water. Height.	Low Water. Hong Kong Standard Time.	Low Water. Height.
		h. m.	ft. in.	h. m.	ft. in.
Wed.	18	m 8 41	7 3	m 2 29	3 4
		9 40 a	5 4	3 34 a	1 5
Thur.	19	m 9 19	7 4	m 3 8	2 9
		9 59 a	5 8	4 9 a	1 6
Fri.	20	m 9 58	7 3	m 3 47	2 5
		10 22 a	6 1	4 30 a	2 0
Sat.	21	m 10 39	7 0	m 4 27	2 2
		10 49 a	6 5	4 57 a	2 4
Sun.	22	m 11 38	6 4	m 5 9	2 0
		11 19 a	6 7	5 23 a	2 9
Mon.	23	m 0 28	5 7	m 5 58	2 0
		11 54 a	6 9	5 47 a	3 4
Tues.	24	— —	— —	m 6 59	2 1
		1 45 a	5 0	6 9 a	3 8

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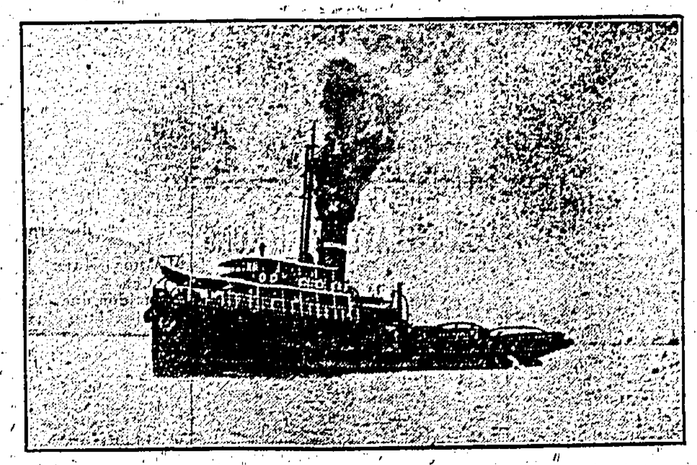

Steel Twin-Screw Ocean-going Tug and Salvage Steamer
"Henry Keswick"

Built, engined and equipped complete by The Hong Kong & Whampoa Dock Co., Ltd., Hong Kong, for their own service, 1921. Length 165' B.P., Breadth 34' (m), Depth 17' (m), I.H.P. 2,000. Fitted with electrically driven submersible and centrifugal pumps, air compressor, wireless, searchlight and all modern appliances for Salvage Works.
Please address enquiries to the Chief Manager,
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INDO-CHINA
STEAM NAVIGATION COMPANY, LIMITED.
SAILINGS SUBJECT TO ALTERATIONS

To	Steamship	Date
TSINGTAU via SWATOW & SHANGHAI	"HOPSANG"	Sun., 22nd Sept., at 10 a.m.
	"HANGSANG"	Wed., 25th Sept., at 10 a.m.
	"CHAKSANG"	Sun., 29th Sept., at 10 a.m.
	"YATSHING"	Wed., 2nd Oct., at 10 a.m.
OSAKA via AMOY, MOJI & KOBE	"NAMSANG"	Sun., 22nd Sept., at 7 a.m.
	"YUENSANG"	Tues., 1st Oct., at 10 a.m.
	"SUISANG"	Tues., 15th Oct., at 10 a.m.
	"KUMSANG"	Fri., 25th Oct., at 7 a.m.
SINGAPORE, PENANG & CALCUTTA	"HOSANG"	Thurs., 26th Sept., at 3 p.m.
	"KUTSANG"	Fri., 4th Oct., at 3 p.m.
SANDAKAN	"HINSANG"	Mon., 30th Sept., at Noon
	"MAUSANG"	Thurs., 10th Oct., at 10 a.m.
TIENTSIN via WEIHAIWEI & NEWCHWANG	"CHIPSHING"	Tues., 24th Sept., at 10 a.m.
	"CHEONGSHING"	Fri., 4th Oct., at Noon

For Freight or Passage, apply to—
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TELEPHONE: CENTRAL No. 215 [2

GLEN LINE.
FARE: HONG KONG TO LONDON £82.

TO LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO.

Motor Vessel "GLENFHIEL"	(via Oran)	17th October
Motor Vessel "GLENLUCE"	...	30th October
Motor Vessel "GLENBEG"	... ...	27th November
Steamship "GLENIFFER"	... ...	28th December

TO SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOCK.

Motor Vessel "GLENLUCE"	19th Sept.
Steamship "CARNARVONSHIRE" ...	28th Sept.
Motor Vessel "GLENBEG"	11th October
Steamship "PEMBROKESHIRE"	25th October
Steamship "GLENIFFER"	8th November

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AGENTS: THE GLEN LINE, LTD.
97

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Cabin class ... .. £73. Intermediate class ... £48.
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NEXT SAILINGS TO EUROPE:—

Pass.	S.S. "COBLENZ"	...	departure 20th Sept.
Express Freight	S.S. "Franken" ...	...	departure 11th Oct.
Pass.	M.S. "FULDA" ...	...	departure 19th Oct.
Express Freight	S.S. "Main" ...	...	departure 8th Nov.
Pass.	S.S. "TRIER" ...	...	departure 16th Nov.
Express Freight	S.S. "Lahn"		departure 6th Dec.
Freight	M.S. "Trave" ...	...	departure 10th Dec.
Freight	M.S. "Koenigsberg" ...	...	departure 14th Dec.
Express Freight	S.S. "Isar" ...	...	departure 4th Jan., 1930
Freight	S.S. "Lippe" ...	...	departure 8th Jan.
Pass.	S.S. "SAARBRUECKEN"		departure 11th Jan.

Passenger steamers sailing via Manila and Ports to Genoa, Rotterdam, Hamburg and Bremen.
Freight steamers sailing via Singapore and Ports to Marseilles Rotterdam, Hamburg and Bremen.

NEXT ARRIVALS FROM EUROPE:—

SAILINGS TO SHANGHAI & N. CHINA (Passenger steamers) JAPAN (Freight steamers)

Pass.	M.S. "FULDA"	due here	21st Sept.
Freight	S.S. "Main"	due here	5th Oct.
Pass.	S.S. "TRIER"	due here	22nd Oct.
Freight	S.S. "Lahn"	due here	2nd Nov.
Freight	M.S. "Koenigsberg" ...	due here	19th Nov.
Freight	S.S. "Isar"	due here	30th Nov.

HONG KONG—NEW GUINEA
DIRECT SIX WEEKLY SERVICE FROM HONG KONG TO
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CARGO TO ALL OTHER PORTS IN THE MANDATED TERRITORY OF NEW GUINEA WILL BE ACCEPTED ON THROUGH B/LADING WITH TRANSHIPMENT AT RABAUL.
S.S. "BREMERHAVEN" ... ... departure about 5th Nov.
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HONG KONG & SOUTH CHINA COAST PORT SERVICE.
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SWATOW, AMOY & FOOCHOW
AND RETURN
(Occupying 8 to 9 Days)

HAINING	Friday,	the 20th Sept., at 3 p.m.
HAIYANG	Tuesday,	the 24th Sept., at 2 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier). Round Trip Tickets will be issued from Hong Kong to Foochow (Pagoda Anchorage) *or vice-versa* and Return by the same Steamer at the Reduced Rate of $50.00 including Meals while the Steamer is in Port
For Freight and Passage apply to—
DOUGLAS LAPRAIK & CO.,
General Managers. [8

CANADIAN PACIFIC

SHORTEST AND QUICKEST ROUTE ACROSS THE PACIFIC

TO VICTORIA AND VANCOUVER

17 Days Hong Kong-Vancouver, 14 Days Shanghai-Vancouver

11 Days Kobe-Vancouver, 9 Days Yokohama-Vancouver

	Hong Kong Leave	S'hai. Leave	Kobe Leave	Y'hama. Leave	V'couver. Arrive
EMPRESS OF FRANCE...	Sept. 25	Sept. 28	Oct. 1	Oct. 3	Oct. 12
EMPRESS OF RUSSIA .	Oct. 9	Oct. 13	Oct. 15	Oct. 17	Oct. 26
EMPRESS OF ASIA ...	Oct. 30	Nov. 2	Nov. 5	Nov. 7	Nov. 16
EMPRESS OF CANADA ..	Nov. 13	Nov. 16	Nov. 19	Nov. 21	Nov. 30
EMPRESS OF RUSSIA ...	Nov. 27	Nov. 30	Dec. 3	Dec. 5	Dec. 14
EMPRESS OF ASIA	Dec. 18	Dec. 21	Dec. 24	Dec. 26	Jan. 4
EMPRESS OF CANADA..	Jan. 15	Jan. 18	Jan. 21	Jan. 23	Jan. 31
EMPRESS OF RUSSIA ...	Feb. 12	Feb. 15	Feb. 18	Feb. 20	Mar. 1
EMPRESS OF ASIA ..	Mar. 5	Mar. 8	Mar. 11	Mar. 13	Mar. 23
EMPRESS OF CANADA ..	Mar. 19	Mar. 22	Mar. 25	Mar. 27	Apr. 4
EMPRESS OF RUSSIA ...	Apr. 9	Apr. 12	Apr. 15	Apr. 17	Apr. 26
EMPRESS OF ASIA	Apr. 30	May 3	May 6	May 8	May 17
EMPRESS OF CANADA..	May 15	May 18	May 20	May 22	May 30

(Regular Sailing Hour NOON but "EMPRESS OF FRANCE" Sept. 25th will sail 6 A.M.)

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai.)

Connecting Canadian Pacific Atlantic sailings from Montreal and Quebec every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg.

HONG KONG—MANILA SERVICE

Leave Hong Kong	Arrive Manila		Leave Manila	Arrive Hong Kong
Oct. 1, 5 p.m.	Oct. 3	EMPRESS OF RUSSIA	Oct. 4	Oct. 6
Oct. 22, 5 p.m.	Oct. 24	EMPRESS OF ASIA	Oct. 25	Oct. 27

CANADIAN PACIFIC EXPRESS

TRAVELLERS' CHEQUES

PAYABLE THE WORLD OVER.

THE SAFEST AND MOST CONVENIENT WAY TO CARRY FUNDS.

Passenger Department: Tel. C. 752. Cables: "CACANPAC."
Freight and Express: Tel. C. 42 Cables: "NAUTILUS."

N.Y.K. LINE

REDUCE THROUGH TICKETS To EUROPE VIA U.S.A., VARYING FROM £83 To £120 ON SALE.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.

SHINYO MARU ... ... Wednesday, 18th Sept.
TAIYO MARU ... ... Wednesday, 16th Oct.

SEATTLE, VICTORIA via Shanghai & Japan Ports.

YOKOHAMA MARU ... ... Monday, 23rd Sept.
MISHIMA MARU ... ... Monday, 21st Oct.

LONDON, MARSEILLES, ANTWERP, ROTTERDAM, via Singapore, Penang, Colombo & Suez.

KITANO MARU ... ... Saturday, 21st Sept.
HARUNA MARU (Calls Hull) ... Saturday, 5th Oct.

SYDNEY & MELBOURNE via Manila & Ports.

TANGO MARU ... ... Wednesday, 25th Sept.
AKI MARU ... ... Wednesday, 23rd Oct.

BOMBAY via Singapore, Penang & Colombo.

† TOTTORI MARU ... ... Friday, 27th Sept.
AWA MARU ... ... Friday, 11th Oct.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.

RAKUYO MARU ... ... Tuesday, 24th Sept.

SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.

KANAGAWA MARU ... Tuesday, 24th Sept.

NEW YORK, BOSTON, HAVANA via PANAMA.

† TOBA MARU ... ... Tuesday, 1st Oct.
† LISBON MARU ... ... Friday, 11th Oct.

LIVERPOOL via Port Said, Constantinople, Genoa & Marseilles.

† LYONS MARU ... ... Friday, 20th Sept.

CALCUTTA via Singapore, Penang & Rangoon.

† GENOA MARU ... ... Wednesday, 9th Oct.

SHANGHAI, KOBE & YOKOHAMA.

AKI MARU (Nagasaki direct) ... Friday, 20th Sept.
† TOYOOKA MARU ... ... Friday, 20th Sept.
† BENGAL MARU ... ... Friday, 27th Sept.

† Cargo only.

Reduced 1st Class Excursion Rates quoted between Manila and Australia.

For further information, apply to—

NIPPON YUSEN KAISHA.

Telephones: C. No. 292 and 3397. (Private exchanges to all Depts.) [7

TO MERCHANTS & IMPORTERS

NEW YORK TO HONG KONG

IN 47 DAYS

By REGULAR FORTNIGHTLY SAILINGS OF THE

PRINCE LINE

"BRITISH PRINCE" Sails New York 21st Sept. arrives H'kong. 7th Nov.
"JAPANESE PRINCE" " " 5th Oct. " " 21st "
"SIAMESE PRINCE" " " 19th Oct. " " 5th Dec.

AGENTS: FURNESS (FAR EAST), LTD. Phone C. 3165.
KING'S BUILDING.

Shipping News

Daily Statement, Waterfront News, etc.

YESTERDAY'S FREIGHT RETURNS.

IMPORTS 6,000 TONS; THROUGH CARGO 23,700 TONS.

Cargo returns shown at the Harbour Office during the 24 hours ended at 9 a.m. yesterday by vessels arriving in Hong Kong were as follow:—

	Cargo for Hong Kong.	Through ports.
BRITISH:—		
Hydrangea, Swatow ...	40	—
Mirzapore, Karachi ...	300	5,370
Anking, Amoy	—	600
Empress of France, Vancouver	680	1,000
Huichow, Canton ...	—	10
Liangchow, Canton ...	—	580
Ninghai, Shanghai	580	—
Chengtu, Shanghai	500	500
Philoctetes, Ram	30	2,160 4,400 12,660
AMERICAN:—		
Golden Hind, Los Angele	500	500 3,500 3,500
FRENCH:—		
Canton, Haiphong	1,250	1,250 — —
GERMAN:—		
Alster, Taingtao...	—	— 7,600 7,600
PORTUGUESE:—		
Wing Lee, K.C. Wan	300	300 — —
CHINESE:—		
Yuen Lee, Saigon ...	1,750	— — —
Tak Hing, Macao	45	1,795 — —
		6,005 23,760

ARRIVALS AND DEPARTURES.

The arrivals and departures during the period under review were as follows:—

	Arrivals.	Dept.
British	9	7
American	1	2
French	1	1
German	1	1
Portuguese	1	0
Chinese	5	3
Norwegian	0	3
Japanese	0	3
	18	20

ASIATIC DECK PASSENGERS.

The following vessels brought Asiatic deck passengers to the Colony during the 24 hours ended at 9 a.m. yesterday:—

Hydrangea (Br.), Swatow	84
Anking (Br.), Amoy, Swatow	1,080
Empress of France (Br.), Vancouver, Shanghai	423
Chengtu (Br.), Shanghai, Amoy	47
Canton (Fr.), Haiphong	14
Wing Lee (Port.), K.C. Wan	89
Lee Cheong (Chi.), Shanmei	96
Tak Hing (Chi.), Canton	70
	1,883

SHIPS IN HARBOUR.

The following ships were in port yesterday:—

WHARVES:—Kowloon: Mizapore, Gaheta, Empress of France; Holt's: Calchas; Socony (Laichikok): Golden Hind; Jardine, Matheson's: Hopsang; Osaka Shosen Kaisha: Menado Maru; Douglas, Laprairk: Haiching.

Docks:—Kowloon: Proteus, Promise; Taikoo: Ulrecht, Triumph, Changchow, Yingchow, Hafthor, Hong Kheng, Granland.

Buoys:—A1 Shinyo Maru, A3 Remo, A4 Philoctetes, A5 Yokohama Maru, A8 Tjibadak, B9 Sinkiang, B13 Kungchow; C15 Prominent, C17 Liangchow, B24 Hakata Maru, A26 Konsan Maru, C33 Fooshing, B34 Kiangsu, C35 Canton, B36 Yuan Lee, C37 Huichow, C39 Chekiang, C41 Himudo, C42 Halvard, C44 Chengtu.

WARSHIPS IN HONG KONG.

The following warships were in harbour yesterday:—

Basin.—Tamar, Serapis, Seraph.

North Arm.—Sandwich, Stormcloud.

No. 7 Buoy.—Cornflower.

Foreign Men-of-War. — French gunboat Argus, U.S. gunboats Guam and Mindanao.

ARRIVALS.

September 16.

Yuan Lee, Chinese str., 1,661 tons, Capt. A. Krankle, from Swatow, buoy No. B36.—Yuen Seng Fat.

September 17.

Tilawa, British str., 16,000 tons, Capt. H. W. Tallent, from Singapore, Kowloon Wharf.—M. M. & Co.

Remo, Italian str., 6,015 tons, Capt. Camelli, from Shanghai, buoy No. A3.—Dodwell & Co.

Philoctetes, British str., 7,187 tons, Capt. J. Ramsay, from Shanghai, buoy No. A4.—B. & S.

Ningpo, British str., 1,228 tons, Capt. John Taylor, from Swatow, buoy No. C43.—B. & S.

Ninghai, British str., 1,482 tons, Capt. W. Peplow, from Swatow, Quarry Bay.—B. & S.

New Mathilde, British str., 842 tons, Capt. R. A. Prichard, from Pakhoi, buoy No. C39.—Yick Tai S.S. Co.

Vogtland, German str., 7,106 tons, Capt. H. Christiansen, from Hamburg, Kowloon Wharf.—Jebsen & Co.

Liangchow, British str., 1,220 tons, Capt. A. Bathurst, from Canton, buoy No. C17.—B. & S.

Hydrangea, British str., 561 tons, Capt. P. W. Grierson, from Swatow, Chiu On Wharf.—Chiu On S.S. Co.

Huichow, British str., 1,222 tons, Capt. E. M. Collis, from Canton, buoy No. C37.—B. & S.

Hakata Maru, Japanese str., 3,752 tons, Capt. N. Wada, from Singapore, buoy No. A24.—N.Y.K.

Chengtu, British str., 1,338 tons, Capt. J. D. Whyte, from Amoy, buoy No. C44.—B. & S.

Anhui, British str., 2,080 tons, Capt. G. H. Pemmefather, from Amoy, buoy No. B11.—B. & S.

Tjibadak, Dutch str., 4,801 tons, Capt. P. Lems, from Amoy, buoy No. A8.—J.C.J.L.

CLEARANCES.

September 17.

Chekiang, for Swatow.
Chengtu, for Canton.
Empress of France, for Manila.
Garbeta, for Singapore.
Haiching, for Swatow.
Hakata Maru, for Moji.
Hydrangea, for Swatow.
Ka Peng, for K. C. Wan.
Konsan Maru, for Canton.
Ningpo, for Canton.
Philoctetes, for Singapore.
Remo, for Singapore.
Shinyo Maru, for Shanghai.
Vogtland, for Takao.

SHIPPING MOVEMENTS.

The R.M.S. Empress of France, Capt. S. Robinson, C.B.E., R.N.R., is due here (from Manila) at 9 a.m. on September 22 and will berth at Pier No. 5, Kowloon Wharf. She will leave for Vancouver at 6 a.m. on Wednesday, September 25.

The Ben Line s.s. Benreoch, from Middlesbro', Antwerp, London, Straits and Manila, is due to arrive here on September 25.

The N.D.L. s.s. Coblenz left Shanghai yesterday, and is expected to arrive here on September. She will sail for Europe *vid* Manila, the same day.

The President Hayes will sail from Hong Kong on October 1 instead of October 2, as previously advertised.

The m.v. Burgenland (H.A.L.) left Shanghai yesterday and is due here on the 21st.

PASSENGERS.

Arrivals.

The following passengers arrived yesterday by the R.M.S. Empress of France:—Mrs. G. E. S. Bostock, Mr. G. M. Hemsworth, Mr. R. McN. Henderson, Mr. W. N. Kennedy, Mr. A. Lovell, Mr. H. and Mrs. Lovig, Mr. Earl C. Moore, Mr. G. Owens, Miss A. Wordie, Mr. M. T. and Mrs. Wright, Mr. V. J. Atkins, Mr. T. G. Bennett and Miss H. Bennett, Mr. A. H. Royd, Mr. S. H. Ross, Miss F. Henry, Lt. G. and Mrs. Ordway, Master A. Ordway, Miss Ordway, Mr. W. Newton Scott, Miss Ah Kau, Miss Ah Pat, Mr. J. W. Barrow, Mr. C. and Mrs. Brookenliem, Mr. R. Burnel, Mr. Allan Cameron, Mr. T. S. Chao, Lady Chater, Mr. Chan Chuw Wan, Mr. F. A. Chen, Mr. C. F. Chen, Mr. H. S. and Mrs. Chen, Mr. K. S. Chen, Mr. Y. K. and Mrs. Chen, Mr. A. T. and Mrs. Chen, Miss A. Chen, Mr. Chen Sew Cheun, Master H. J. Lidng, Mr. W. Chen, Mr. Y. T. Chen, Mr. L. S. Cheng, Miss Chiu, Mrs. T. T. Chow, Mrs. E. Christie, Mr. J. J. Connell, Mr. G. F. Costa, Mr. J. A. Foster, Mr. A. R. Gaan, Mr. R. Grimshaw, Mr. C. C. Gubbay, Mr. S. H. Hee, Mr. S. W. Hee, Mr. R. J. and Mrs. Hillier, Mr. J. R. Johnstone, Mr. H. H. Lau, Mr. C. S. and Mrs. Lee and infant, Mr. L. Lee, Mr. L. Lee, Mr. O. Lee, Mr. Lee Ping Chui, Mr. and Mrs. Lee Yuk Tong and infant, Miss B. Lewis, Mrs. D. J. Lewis, Mr. C. L. Liu, Mr. D. M. Lee, Mr. Lo Shun Wan, Mr. Lou Tai San, Mrs. P. McKenna, Mr. W. M. Meertens, Mr. K. L. Mei, Mr. H. W. Moon, Mr. H. C. Ng, Mr. W. H. Peters, Mr. R. F. Pirard, Mr. M. C. Poissonnier, Mr. J. O. Sheppard, Mr. Shao Wan Tag, Mr. H. G. and Mrs. Shum, Mr. Weng Rah Uuen, Mr. So Hou An, Miss J. Stodart, Mrs. C. Chang Suey, Mr. H. Tai, Mr. A. Teng, Mr. T. and Mrs. Tsai, Mr. K. L. and Mrs. Tsang, Mr. Y. Z. Vai, Mr. T. F. Wen, Mrs. A. and Mrs. S. Wong, Mr. Ching and Mrs. Woo, Mr. Woon Tse Kun, Mr. Yang Yee Chow, Mr. H. H. Yao, Mr. I. L. Yung, Mr. K. Z. Zau, Mr. W. Wong, Mr. M. and Mrs. L. Brown, Mr. W. C. Carroll, Miss L. Hegarty, Mr. J. H. and Mrs. K. Johnston, Mr. A. and Mrs. Kehr, Master L. Kehr, Master Ruth Kehr, Miss M. V. D. Paton, Miss L. Scarlett, Mr. Young Sheung, Mr. J. G. Shillington, Miss F. D. Willis, Mrs. S. Willis, Mrs. W. J. Edward, Mr. A. Feterabend, Dr. A. I. Hamilton, Mr. David and Mrs. Ing, Mr. Y. C. King, Mr. L. S. King, Mr. T. M. Lamb.

BANK LINE LTD.

AGENTS FOR

ELLERMAN & BUCKNALL S.S. CO., LTD.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM & CONTINENT ..... *ELLERMAN LINE*

"CITY OF PEKIN" ... London, Rotterdam, Amsterdam & Hamburg ... 9th October

NEW YORK, BOSTON & BALTIMORE ..... AMERICAN AND MANCHURIAN LINE

"CITY OF NORWICH" ... ... via Suez Canal ... ... 6th October
"CITY OF CARDIFF" ... ... via Suez Canal ... ... 5th November

ALSO AGENTS FOR

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SERVICES TO

BOSTON, NEW YORK, PHILADELPHIA & BALTIMORE ..... AMERICAN & ORIENTAL LINE

MAURITIUS & SOUTH AFRICA ..... ORIENTAL AFRICAN LINE

"TINHOW" ... ... 5th December

Loading for Mauritius, Reunion, Delagoa Bay, Durban, East London, Algoa Bay (Port Elizabeth), Mossel Bay and Capetown.

Through Bills of Lading issued to Beira, Quilimaine, Ibo, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombasa, Kilindini, Port Nelloth, Luderitz Bay, Walvis Bay and Madagascar.

For Freight or Passage on any of the above lines apply:—

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P. & O., British India Apcar and Eastern & Australian Lines

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STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, CONSTANTINOPLE, GREECE, LEVANTINE PORTS, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.

(UNDER CONTRACT WITH H.M. GOVERNMENT.)

Steamship	Tons.	From Hongkong (about)	Destination
†"MANTUA"	10,946	26th Sept., Noon	Bombay, Marseilles and London
†"KARMALA"	9,128	12th Oct.	Mars., L'don, Hull, B'dm. & A'werp.
†*"MIRZAPORE"	6,715	16th Oct.	Straits, Colombo & Bombay
†"KALYAN"	9,144	26th Oct.	Mars., L'don., Hull, B'dm. & A'werp.
†*"NAGPORE"	5,383	2nd Nov.	Mars., L'don., Hull, H'bg., B'dm. &
"MACEDONIA"	11,120	9th Nov.	Bombay, Mars. & L'don [A'werp.
†"KASHGAR"	9,005	23rd Nov.	Mars., L'don, Hull, B'dm. & A'werp.
"RAWALPINDI"	16,619	7th Dec.	B'bay., Mars. & L'don
*"BELTANA"	—	14th Dec.	Mars., L'don., Hull, H'bg., B'dm.' &
"MALWA"	10,980	21st Dec.	Marseilles and London. [A'werp.
"KHYBER"	9,114	28th Dec. 1930	Mars., L'don., Hull, H'bg., B'dm. & [A'werp.
"RAJPUTANA"	16,568	4th Jan.	B'bay., Mars. & L'don.
*"LAHORE"	5,304	11th Jan.	[Mars., L'don, Hull; H'bg., B'dm. & A'werp.
"KHIVA"	9,135	18th Jan.	Mars., London, B'dm. & A'werp.
*"JEYPORE"	5,318	25th Jan.	[Mars., L'don, Hull. H'bg., B'dm. & A'werp.
"MANTUA"	10,946	1st Feb.	Bombay, Marseilles and London.
"KARMALA"	9,128	15th Feb.	Mars., L'don, Hull, B'dm. & A'werp.
"MACEDONIA"	11,120	1st Mar.	Marseilles and London.
"KALYAN"	9,144	15th Mar.	Mars., L'don, Hull, B'dm. & A'werp.
"RAWALPINDI"	16,619	29th Mar.	Bombay, Marseilles and London.
"MALWA"	10,980	12th Apr.	Bombay, Marseilles & London.
"RAJPUTANA"	16,568	26th Apr.	do.
"KHYBER"	9,114	10th May	Marseilles & London.

* Cargo only. † Calls Casablanca. ‡ Calls Karachi.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Pireaus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA—APCAR SAILINGS

"TILAWA"	10,006	9th Oct.	Singapore, Penang & Calcutta
"TALAMBA"	8,018	24th Oct.	do.
"TAKADA"	8,949	27th Oct.	do.
"SHIRALA"	7,841	8th Nov.	do.
"TALMA"	10,000	18th Nov.	do.
—	—	8th Dec.	do.
"TILAWA"	10,006	17th Dec.	do.

B.I.—Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

*"ST. ALBANS"	4,500	4th Oct.	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney and Melbourne.
"NELLORE"	6,853	1st Nov.	
"TANDA"	6,956	29th Nov.	
"ST. ALBANS"	4,500	3rd Jan., 1930	
"NELLORE"	6,853	31st Jan.	

* Calls Port Holland.

Regular Monthly Sailings from Hong Kong to Japan & Hong Kong to Australia

The E. & A. S.S. Co., Ltd., steamers will also call at Shanghai, Iloilo, Cebu, Kolambugan, Tawao, Timor, Darwin, or other ports en route as inducement offers.

Frequent connections from Australia with the following:—

The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London via Suez Canal.

The P. & O. Branch Service of Steamers to London via the Cape.

The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"TILAWA"	10,006	19th Sept., 6 a.m.	Amoy, Moji, Kobe & Osaka.
*"NELLORE"	6,853	24th Sept.	S'hai., Moji, Kobe & Y'hama.
"KALYAN"	9,144	27th Sept.	do.
"TALAMBA"	8,018	1st Oct.	Amoy, S'hai., Moji, Kobe & Osaka.
"TAKADA"	8,949	7th Oct.	Amoy, Moji, Kobe & Osaka.
"DELTA"	8,097	7th Oct.	S'hai., Moji, Kobe & Yoko.
"ABAFURA"	6,000	8th Oct.	Moji, Kobe, Osaka & Yokohama.
"MACEDONIA"	11,120	12th Oct.	S'hai., Moji, Kobe & Yokohama.
"SHIRALA"	7,841	19th Oct.	Amoy, Moji, Kobe & Osaka.
*"BELTANA"	—	23rd Oct.	S'hai., Moji, Kobe, & Yokahama.
"KASHGAR"	9,005	26th Oct.	do.
"TALMA"	10,000	29th Oct.	Amoy, Moji, Kobe & Osaka.
"TANDA"	6,956	5th Nov.	Moji, Kobe, Osaka & Yokohama
"RAWALPINDI"	16,619	9th Nov.	S'hai., Kobe & Yokohama.
*"LAHORE"	5,304	11th Nov.	S'hai., Moji, Kobe & Yokohama
—	—	17th Nov.	Moji, Kobe & Osaka.
"KHYBER"	9,114	21st Nov.	S'hai., Moji, Kobe & Yokohama
"MALWA"	10,980	23rd Nov.	do.
"TILAWA"	10,006	26th Nov.	Moji, Kobe & Osaka.
"RAJPUTANA"	16,568	7th Dec.	S'hai., Kobe & Yokohama.
*"JEYPORE"	5,318	9th Dec.	S'hai., Moji, Kobe & Yokohama.
"ST. ALBANS"	4,500	10th Dec.	Moji, Kobe, Osaka & Yokohama.
"KHIVA"	9,135	21st Dec. 1930	S'hai., Moji, Kobe & Yokohama.
"MANTUA"	10,946	3rd Jan.	S'hai., Moji, Kobe & Yokohama
"NELLORE"	6,853	7th Jan.	Moji, Kobe, Osaka & Yokohama.
"KARMALA"	9,128	17th Jan.	S'hai., Moji, Kobe & Yokohama.
"MACEDONIA"	11,120	31st Jan.	do.
"KALYAN"	9,144	14th Feb.	do.
"RAWALPINDI"	16,619	28th Feb.	S'hai., Kobe & Yokohama.
"MALWA"	10,980	14th Mar.	S'hai., Moji, Kobe & Y'hama.
"RAJPUTANA"	16,568	27th Mar.	S'hai., Kobe & Yokohama.
"KHYBER"	9,114	10th Apr.	S'hai., Moji, Kobe & Yokohama.
"MANTUA"	10,946	24th Apr.	do.
"KASHMIR"	9,005	8th May	do.

* Cargo only.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the transhipping steamer.

All Cabins are fitted with Electric Fans free of charge.

Steamers on London and Australian Lines are fitted with Laundries.

Parcels measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Fares, Freights, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.

P. & O. Building, Connaught Road Central, HONG KONG. Agents. [1

THE SWEDISH EAST ASIATIC COMPANY, LIMITED.

SERVICE OF FAST MOTOR VESSELS

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s.s. "SUMATRA" ... ... Loading about 21st Oct.
m.s. "FORMOSA" ... ... 5th Nov.

SHANGHAI, JAPAN PORTS AND VLADIVOSTOCK.

m.s. "FORMOSA" ... ... Loading about 2nd Oct.

For further particulars, apply to the Agents—

GILMAN & CO., LTD., Hong Kong. G. E. HUYGEN, Canton.

INWARD MAILS.

From.	Per	Due
Straits	*Oremar*	18th Sept.
Shanghai & Swatow	*Soochow*	19th Sept.
Shanghai & Amoy	*Luchow*	19th Sept.
Australia & Manila	*Aki Maru* ..	19th Sept.
Europe via Negapatam (Letters only, London, 22nd Aug.)	*Nam Sang* ...	20th Sept.
Japan & Shanghai	*Kitano Maru* ..	20th Sept.
U.S.A. (San Francisco, 23rd Aug.), Honolulu, Japan & Shanghai ...	*Pres. Polk* ...	21st Sept.
Manila	*Empr. of France* ...	22nd Sept.
Manila	*Pres. McKinley* ...	22nd Sept.
Europe via Negapatam (Papers only London, 22nd Aug.)	*Seattle Maru* ...	22nd Sept.
Japan	*Kanagawa Maru*	23rd Sept.
U.S.A. (San Francisco, 28th Aug.), Honolulu, Japan & Shanghai ...	*Siberia Maru* ...	23rd Sept.
U.S.A. (San Francisco, 30th August), Honolulu, Japan & Shanghai	*Pres. Jefferson* ...	23rd Sept.
Japan	*Tango Maru* ..	24th Sept.
Japan & Shanghai	*Sphinx*	24th Sept.
Swatow	*Cremer*	25th Sept.
U.S.A. (Seattle, 7th Sept.), Canada, Japan & Shanghai	*Pres. Grant* ...	27th Sept.
Shanghai	*Manisa*	27th Sept.
Canada (Victoria, B.C., 12th Sept.), U.S.A., Japan & Shanghai	*Empr. of Russia* ...	30th Sept.

OUTWARD MAILS.

REGISTERED and PARCEL MAILS are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

For	Per	Date & Time
		Wednesday, 18th,
Foochow & Wei Hai Wei via Swatow .	*Huichow*	9.30 A M
Formosa	*Vogtland* ...	10.30 A M
Java via Batavia	*Tjibadak*	10.30 A M
Swatow	*Cremer*	12.30 P M
Shanghai	*Calchas* ...	2.30 P M
Amoy	*Liangchow* ...	3.30 P M
Manila	*Tacoma*	5.00 P M
		Thursday, 19th,
Hoihow, Pakhoi & Haiphong	*Menado Maru* ..	8.30 A M
Java via Batavia	*Tjibodas*	10.30 A M
Shanghai	*Glenluce*	2.00 P M
		Friday, 20th,
Hoihow, Pakhoi & Haiphong	*Changtu*	9.30 A M
Japan	*Aki Maru*... ...	9.30 A M
Swatow, Amoy and Foochow	*Hai Ning* ..	2.00 P M
Air Mail for London	*Kitano Maru* ..	5.00 P M
		Kowloon P.O.
		Reg. 4.30 P M
Straits, Ceylon, India, Mauritius, East & South Africa, Egypt & EUROPE via Marseilles—due Marseilles, 20th Oct.	*Kitano Maru* ...	Let 21st, 9.00 A M
		G.P.O.
		Reg. 21st, 8.45 A M
		Letters 9.30 A M
		Saturday, 21st,
Amoy & Japan	*Nam Sang* ..	5.00 P M
Manila	*Pres. Polk*... ...	5.00 P M
		Sunday, 22nd,
Bangkok via Swatow	*Kiangsu*	9.00 A M
Swatow, Amoy and Formosa ...	*Hoian Maru* ..	9.00 A M
		Monday, 23rd,
Shanghai & Japan	*Yokohama Maru*	8.30 A M
Japan, Honolulu *U.S.A., *Canada, *C. & *S. America & *EUROPE via San Francisco—due San Francisco, 16th Oct. ...	*Pres. McKinley*	Parcels 3.00 P M Reg. 4.15 P M Letters 5.00 P M
Shanghai	*Pres. McKinley*	Parcels 3.00 P M Reg. 5.00 P M Letters 6.00 P M
		Tuesday, 24th,
Wei Hai Wei	*Chip Shing* ...	8.30 A M
Japan, *Honolulu & *South American Port Straits, Mombasa, Lourenco Marques, East & South Africa and the *South America East Coast Ports	*Rakuyo Maru* ...	10.30 A M
Swatow, Amoy and Foochow	*Kanagawa Maru*	1.00 P M
	Haiyang	1.00 P M

* Superscribed correspondence only.

THE BLUE FUNNEL LINE

REGULAR & FAST FREIGHT AND PASSENGER SERVICES

LONDON SERVICE.

"HECTOR" 2nd Oct., M'les., L'don., R'dam. & Glasgow.
"MENELAUS" 15th Oct., M'les., L'don., R'dam. & Hamburg.

LIVERPOOL SERVICE.

"OANFA" 29th Oct., Genoa, Havre, Liverpool & Glasgow.
"AUTOLYCUS" 29th Nov., Genoa, Havre, Liverpool & Glasgow.

NEW YORK SERVICE.

Leaves Hong Kong		Leaves Singapore	Arrives N. York
"HECTOR"	2nd Oct.	"PYRRHUS" 14th Oct.	21st Nov.
"AENEAS"	29th Oct.	"DARDANUS" 11th Nov.	19th Dec.

Hong Kong to New York 51 Days.

PACIFIC SERVICE. (via KOBE & YOKOHAMA)

"TALTHYBIUS" 5th Oct., Victoria, Vancouver & Seattle.
"IXION" 26th Oct., Victoria, Vancouver & Seattle.

INWARD SERVICE.

"AENEAS" 19th Sept., For S'hai, Taku & Dalny.
"ATREUS" 30th Sept., For S'hai, Moji, Kobe & Yokohama.

PASSENGER SERVICE.

"AENEAS" 21st Sept., S'hai., Taku & Dalny.
*"HECTOR" 2nd Oct., Singapore, Marseilles & London.
"AENEAS" 29th Oct., Singapore, Marseilles & London.
*Sails at Daylight.

Also cargo steamers with limited passenger accommodation at specially reduced fares.

For freight, passage rates, and information apply to:—

Butterfield & Swire,
Agents. [6

HONG KONG AND SHANGHAI BANKING CORPORATION.

Authorised Capital $50,000,000
Issued & Fully Paid-up...$20,000,000
Reserve Funds:—
Sterling £6,000,000
Silver $14,000,000

Reserve Liability of Proprietors $20,000,000

HEAD OFFICE: HONG KONG.

Board of Directors:
N. S. BROWN, Esq., Chairman.
W. H. BELL, Esq., Deputy Chairman.
Hon. Mr. B. D. Eley, W. L. Pattenden, Esq.
F. Beith, Esq.
A. H. Compton, Esq., T. E. Pearce, Esq.
M. T. Johnson, Esq., J. A. Plummer, Esq.
B. Lander Lewis, Esq., J. P. Warren, Esq.

Chief Manager:
Hon. Mr. A. O. HYNES.

BRANCHES:—

Amoy	Iloilo	Penang
Bangkok	Ipoh	Rangoon
Batavia	Johore	Saigon
Bombay	Kobe	San Francisco
Calcutta	Kowloon	Shanghai
Canton	Kuala Lumpur	Singapore
Chefoo	London	Sourabaya
Dairen	Lyons	Sungei Patani
Foochow	Malacca	Tientsin
Haiphong	Manila	Tokyo
Hamburg	Mukden	Tsingtao
Hankow	Nagasaki	Yokohama
Harbin	New York	
Hongkew	Peping	

CURRENT ACCOUNTS opened in LOCAL CURRENCY and FIXED DEPOSITS received for one year or shorter periods in LOCAL CURRENCY and STERLING on terms on which will be quoted on application.

Hong Kong, 17th Apr., 1929. [26

HONG KONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONG KONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

For the HONG KONG & SHANGHAI BANKING CORPORATION,
A. C. HYNES,
Chief Manager.

Hong Kong, 13th Sept., 1927. [2

EQUITABLE EASTERN BANKING CORPORATION.

CAPITAL, SURPLUS AND UNDIVIDED PROFITS
U.S. $4,000,000.00

HEAD OFFICE:
37, WALL STREET,
NEW YORK.

An American Bank offering complete Foreign Banking Service in the principal Markets of the world.

Interest Allowed on all Deposits. Rates on Application.

A Subsidiary of
THE EQUITABLE TRUST COMPANY OF NEW YORK.

Total Resources in excess of U.S. $900,000,000.00.

D. M. BIGGAR,
Manager.

28]

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ, N.V.

(NETHERLANDS TRADING SOCIETY.)

BANKERS

Established 1824.

HONG KONG OFFICE: 11, QUEEN'S ROAD, CENTRAL.

Authorised Capital
Gldrs. 150,000,000-
(£12,500,000.)
Paid-Up Capital...Gldrs. 80,000,000-
(£6,666,667.)
Reserve Fund.....Gldrs. 40,000,000-
(£3,333,333.)

Head Office:—Amsterdam.*
Eastern Head Office:—Batavia.

BRANCHES:—Bandjermasin, Bandoeng*, Bombay, Calcutta, Cheribon, Djember, Djokjakarta*, The Hague*, Jiddah, Kobe, Kota-Radja, Makassar, Medan, Padang, Palembang, Pekalongan, Pekanbaroe, Pontianak, Rangoon, Rotterdam*, Samarang*, Shanghai, Sibolga (Sumatra), Singapore, Soerabaia, Soerakarta (Solo), Tegal, Tjilatjap and Weltevreden*.

*These offices have Safe Deposit Boxes To Let.

London Bankers:—
National Provincial Bank, Ltd.

Correspondents all over the world. Banking Business of every description transacted.

P. M. ELBERG,
Manager.

Hong Kong, 27th May, 1929. [34

THE BANK OF CANTON, LTD.

HEAD OFFICE: HONG KONG.

Hong Kong Currency.
AUTHORIZED CAPITAL...$11,000,000
PAID-UP CAPITAL 8,664,200
RESERVE FUND 850,000

Branches:—
CANTON, SHANGHAI, HANKOW, SWATOW, BANGKOK, NEW YORK and SAN FRANCISCO.

London Bankers:—
THE LLOYDS BANK, LTD.
Correspondents
In all Principal Cities of the World.

Foreign Exchange and Banking Business of every description transacted

Safe Deposit Boxes (various sizes) at a Yearly Rental of from $5 to $40.

LOOK POONG SHAN.
Manager.
27]

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE: LONDON.

Paid-up Capital £3,000,000
Reserve Fund £4,000,000
Reserve Liability of Proprietors £3,000,000

AGENCIES & BRANCHES:

ALOR STAR (Malay States)	HONG KONG	TONGKAH (Bhuket)
AMRITSAR	ILOILO	RANGOON
BANGKOK	IPOH	SAIGON
BATAVIA	KARACHI	SEMARANG
BOMBAY	KLANG	SEREMBAN
CALCUTTA	KOBE	SHANGHAI
CANTON	KUALA KANGSAR	SINGAPORE
CAWNPORE	KUALA LUMPUR	SOURABAYA
CEBU	KUCHING	TAIPING
COLOMBO	MADRAS	(F.M.S.)
DAIREN	MANILA	TAVOY
DELHI	MEDAN	TIENTSIN
HAIPHONG	NEW YORK	TOKYO
HAMBURG	PEPING	TSINGTAO
HANKOW	PENANG	YOKOHAMA
HARBIN (North Manchuria)	PESHAWAR	ZAMBOANGA (Philippine Islands).

FOREIGN EXCHANGE and General Banking Business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for one year or shorter periods at rates which will be quoted on application.

A. H. FERGUSON,
Manager.

Hong Kong, 9th Jan., 1929. [30

BANQUE FRANCO-CHINOISE POUR LE COMMERCE ET L'INDUSTRIE
(Incorporated in France).
Prince's Building, Chater Road, Victoria, Hong Kong.

HEAD OFFICE:
74, Rue St. Lazare, Paris.

	Frs.
Capital, fully paid-up ...	50,000,000
Special Working Capital	50,000,000
Reserves	22,319,000

BRANCHES:

Paris	Lyons	Marseilles
Saigon	Haiphong	Hanoi
Tourane	Quinhon	Hue
Thanh-hoa	Vinh	Pnom Penh
Peping	Shanghai	Tientsin
	Hong Kong	

BANKERS:
France: Société Générale, Banque Nationale de Crédit, Banque de Paris et des Pays Bas.
London: Midland Bank, Ltd.
New York: American Exchange Irving Trust Co., Banca Commerciale Italiana.
San Francisco: Bank of Italy.

Every description of Banking and Exchange Business transacted.
Correspondents throughout the World.

A. ROLLIN,
Manager.

Hong Kong, 1st July, 1929.

THE MERCANTILE BANK OF INDIA, LIMITED.

HEAD OFFICE:—
15, Gracechurch Street, London, E.C. 3.

Authorized Capital £3,000,000
Subscribed Capital £1,800,000
Paid-up Capital £1,050,000
Reserve Fund and Rest ...£1,612,047

BANKERS:
THE BANK OF ENGLAND
and
MIDLAND BANK, LTD.

BRANCHES:

Bangkok	Ipoh	New York
Batavia	Kandy	Penang
Bombay	Karachi	Port Louis
Calcutta	Kota Bharu	(Mauritius)
Colombo	Kuala Lumpur	Rangoon
Delhi	Kuantan	Shanghai
Galle	(Pahang)	Simla
Hong Kong	Madras	Singapore
Howrah		Sourabaya

HONG KONG BRANCHES:
Every description of Banking and Exchange Business transacted.
INTEREST allowed on Current Accounts and Fixed Deposits at Rates that may be ascertained on Application.

C. L. C. SANDES, Manager.
7, Queen's Road Central.
Hong Kong, 12th April, 1929. [29

THE BANK OF CHINA.
中 國 銀 行

(Special authorised by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

AUTHORIZED CAPITAL... $60,000,000.00
PAID-UP CAPITAL 19,760,200.00
RESERVE FUND 9,864,398.69

Head Office:—PEPING.
Hong Kong Branch:—4, QUEEN'S ROAD CENTRAL.

Branches and Sub-branches all over China, and Correspondents in Europe, America, and other parts of the world.

London Bankers:—THE GUARANTY TRUST CO. OF NEW YORK, THE NATIONAL PROVINCIAL BANK, LTD.

New York Bankers:—THE EQUITABLE EASTERN BANKING CORPORATION, THE IRVING BANK-COLUMBIA TRUST CO.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.

Every description of Banking Business transacted.

Loans granted on Approved Securities.

Special facilities for domestic exchange.

SHOU J. CHEN,
Manager.

Hong Kong, 29th June, 1927. [38

THE YOKOHAMA SPECIE BANK, LIMITED.

Capital fully paid up
Yen 100,000,000
Reserve Fund .....Yen 108,500,000

HEAD OFFICE: YOKOHAMA.

BRANCHES AND AGENCIES AT:

Alexandria	Honolulu	Rangoon
Batavia	Kai Yuen	Saigon
Bombay	Karachi	Soerabaya
Buenos Ayres	Kobe	San Francisco
Calcutta	London	Seattle
Canton	Lyons	Semarang
Changchun	Los Angeles	Shanghai
Dairen	Manila	Singapore
(Dalny)	Nagasaki	Shimonoseki
Fengtien (Mukden)	Nagoya	Sydney
Hamburg	Newchwang	Tientsin
Hankow	Osaka	Tokyo
Harbin	Peping	Tsinanfu
Hong Kong	Rio de Janeiro	Tsingtao
Vladivostock (Temporarily closed).		

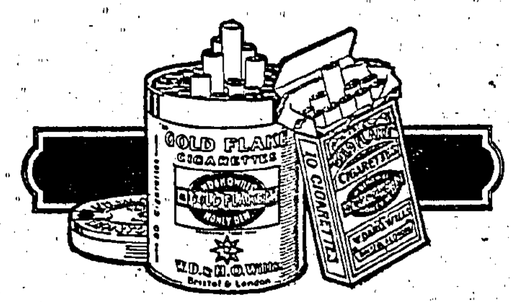
Interest allowed on Current Accounts.

Deposits received for Fixed Periods at rates to be obtained on application.

H. MORI, Manager.

Hong Kong, Sept. 11, 1929. [35

AS COOL IN SMOKING AS A CIGARETTE CAN BE



Will's
GOLD FLAKE
The All-Virginia Cigarette

This advertisement is issued by the British-American Tobacco Co. (China) Ltd. EO-18

BANQUE DE L'INDO-CHINE.
Head Office:
96, Boulevard Haussmann, Paris.

Subscribed Capital Frs.72,000,000.00
Paid-up Capital ... Frs.68,400,000.00
Reserve Fund Frs.102,000,000.00

BRANCHES:

Bangkok	Hong Kong	Quinhon
Battambang	Hue	Saigon
Cantho	Mengtsz	Shanghai
Canton	Nam-Dinh	Singapore
Djibouti	Noumea	Thanhoa
Fort Bayard	Papeete	Tientsin
Haiphong	Peping	Tourane
Hankow	Pnom-Penh	Vinh
Hanoi	Pondicherry	Yunnanfu

BANKERS:
IN FRANCE: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et des Pays-Bas; Crédit Industrial et Commercial; Société Générale
IN LONDON: The National Provincial and Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Crédit Lyonnais.
IN NEW YORK: J. P. Morgan & Co.; French-American Banking Corporation; Guaranty Trusty Co., of New York.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of Banking and Exchange Business transacted.

Safe Deposit Boxes to let.

A. LECOT,
Manager.

Hong Kong, 2nd May, 1929. [32

AGENCIES.

The London Office of the HONG KONG DAILY PRESS, 21, BRIDE LANE, E.C.4., is constantly receiving Enquiries from Home Manufacturers regarding Suitable Firms to act as Agents for their products in Hong Kong and South China.

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HONG KONG WEEKLY PRESS.

CONTAINING ALL THE WEEK'S LOCAL NEWS.

The Paper to send Home

EXCHANGE.

CLOSING QUOTATIONS.

September 17, 1929.

ON LONDON.—	
Telegraphic Transfer	1/10⅞
Bank Bills, on demand	1/10 13/16
Bank Bills, at 30 days' sight	—
Bank Bills, at 4 months sight	1/11
Credits, at 4 months' sight	1/11⅛
Documentary Bills, 4 months' sight	11/8
ON PARIS.—	
Bank Bills, on demand	117⅛
Credits, 4 months' sight	125⅔
ON NEW YORK.—	
Bank Bills, on demand	46⅜
Credits, at 60 days' sight	47⅜
ON BOMBAY.—	
Telegraphic Transfer / Bank Bills, on demand	127½
ON CALCUTTA.—	
Telegraphic Transfer / Bank Bills, on demand	127½
ON SHANGHAI.—	
Bank Bills, at sight ...	83⅜
Private, 30 days' sight	—
ON YOKOHAMA.—	
On demand	97
ON MANILA.—On demand...	92½
ON SINGAPORE.—	
On demand	82
ON BATAVIA.—On demand...	115
ON HAIPHONG.—	
On demand	—
ON SAIGON:—On demand...	nom.
ON BANGKOK.—	
On demand	97½
SOVEREIGN, Bank's Buying rate	10.15
GOLD LEAF, 100 fine, per tael	—
BAR SILVER, per oz.	23 9/16

American Express Travelers Cheques

Definition of TRAVELLERS' CHEQUES—
"The system of Travellers' Cheques was originated in 1891 by the American Express Company with the object of creating a form of travel currency which would give the holder the security of a letter of credit and at the same time the convenience of local currency. The Company registered the cheques under the trade name of 'AMERICAN EXPRESS TRAVELERS' CHEQUES' the word 'Travellers' being spelled with one "l". The advantage of the Cheques was so apparent that other banking institutions adopted the system."

Quoted from Pitman's Dictionary of Banking by Wm. Thomson.

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THE AMERICAN EXPRESS Co., Inc.
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